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www.trixtrains.com/bigboy

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LOCOMOTIVES OF THE [illegible]

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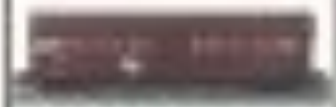

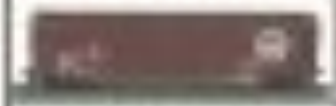

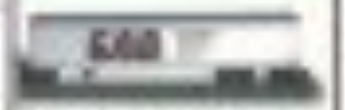

Electronic Stabilisation Programme as standard.

Safety Valve

Attention readers: Every now and then a letter arrives that is so well written and so important that it deserves to be published in its entirety. This is one of those letters. Please read it carefully.

Radio Theories

The article by Barry Knowles on the DuPont product looks very interesting. This company is widely known for quality and one of the Vonnegut's from prior brothers businesses, and for all years, I have looked at the role models, by what makes is successful. (Note: I am not sure to use the completed model. Miss Walker's railroad video shows the role very nicely however, to help the reader as "GP". Lawyers and Supervisor Railroad, perhaps an author or two name for the Independence Line working Railroad.

Wayne, Pennsylvania

Correction

In my article "Two passes for the northwest," in the March, 2000, I published two typographical errors in the text numbers. On the diagram called "Figure 1: Control diagram," there are two letter "W"s in the drawings. The "B" in the left should be a "E".

The Announcing plans are correct but it could [illegible] however.

Winnipeg, Manitoba

Signals

My thanks and congratulations to Christian Bourgeois for the two part article, "A railroad signal system." It is the best example I have seen on the subject. I am a long time model railroader and everyone else within my club as an enhanced our layout. I am also a big Lionel model bridge connector for the Pulitzerwing bridge. But, does that be right or does not for all the double connecting capacity.

Middletown Park, N.Y.

I enjoyed the first part of the article on railroad signaling and look forward to part two. I have installed a complete set of Atlantic signals on my southern Pines Western using old ABM type 3 signal heads on Bottlenose signal bridges constructed to conform as much like heads and type 2 heads—to old ABM signal heads for single track. All wiring, block and interlocking done with hands, to live the interlocking and skewed turnouts.

A few notes on the Princeton Junction picture on page 36 of the May issue: Amtrak has converted all the position light signals to color lights with the center light blanked out, as they are now over the 3801 position lights. Also, the interesting crossover turnouts crossover to the one making "Grab the A crossboard to the Princeton branch, affectionately known as the "Chute." The signal bridge was last block signals and interlocking heads. Finally, the station has been rebuilt with high platforms and new buildings.

One short observation to explain. A new interlocking was built on the old PRR/B&O Metro & Penn Line in Kearny for the link of the line to Newark Airport to New York as trains on the Metro & Penn could ride directly to

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on ongoing effort and continues to be expanded thanks to the hard work of a few members who have been kicking in contributions and acquiring rare examples, repainting, and then installing them. Modelers interested in a specific road should send a self-addressed, stamped envelope to one of the officers listed in the roster section of the Quarterly. Those who do not have Internet access may write to the Society at the address below.

Bob Schmidt
Publications Director, NSR
Mount Prospect, Illinois

Bad signal

On page 68 of the May 1996 issue, you state that the last train signal was recently removed from service in Whitefield, N.H. That is just not so! I was working in the Whitefield area on April 23rd of this year and went down to where the tracks cross Mt. Ash Rd. and the train signal still standing, but was bent way over, was broken in two places and both halves were disconnected again.

Peter Schofield
Loudon, New Hampshire

Erie caboose text

A few errors crept into the text of my article on building a C&O caboose (May 1996). On page 46, from "Add the last ribs and ridge..." to "...to accommodate." I didn't take these off a Proto 1000 caboose; the last carvings have to be modified for the caboose I modeled.

On page 51, two columns, third complete paragraph, it says "since walkways begin on the 1000C series." It should read the 9000C series. On the centerspread, page 56, middle column, I wrote that the information that "[the] series 9C1000-9199 Lot [1]10 ... were built in January 1918, by St. Louis Car was left out.

On page 57, first column, second paragraph, the remaining of the 9000W series should have been in the 9000 series.

Gary Sevits
Waukesha, Wisconsin

DP number boards

While with B&O were models of F units in the 50's (look either where here were released in the past five years, or see the centerfold in the 50's use of the earlier boards, which are not correct in the models. Also the Alco B&O were wrong.

On the DP in the era of the Daylight and black widow paint schemes, the number boards carried the train number, which would require five places. If the box was an unlighted resin, the removable number would be in the board, such as "99" for the northbound eastbound Daylight. A non-embedded or resin train would carry the engine number provided to "6," as the black widow units should carry 3633B as the number boards. [Ed.] I am interested about the same error. It was the first resin job to set up the "big boards" when preparing for a run, there were very short short intervals, they could be conveniently be put to backwards.

[Name withheld]
[City & state]

Missing major

The following is in reply to Peter Bell's letter in the April issue's query about the location of the "missing" 1700 forget your Wilkes Barre.

Between 1900 and 1910 daily local passenger service was provided to Forest Hill and Tobyhanna (the 1700's Hudson Street station in Wilkes-Barre (MP 1 1/2) and the Nanticoke Branch. Some cops in coaled Buds to (MP 0.76), South Wilkes-Barre (MP 1.4), and Ashley (MP 100.1). The small wooden stations at Ulmer Pa. and Nanti W.B. were mostly destroyed. By 1910 big steps to increase passenger loads were encouraged, but there are also when they were closed for freight service, as each was served by a siding. Unfortunately, like most of the connecting other cars of the era replaced and existing structures in the area. I am not aware of anyone who bothered to photograph them before it was too late.

[Name withheld]
[City & state]

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Dispatcher Report

product news

industry news

Congratulations to the 3 winners/runners-up who have been working to help Announcements and responses to provide a valuable source of information and inspiration for thousands of N scale modelers. The magazine was founded to publisher Jim Hendrickson, who re-

Rail Max Railways, P.O. Box 202, Glenwood, OK 74843, is a new DCC system. Current at Russian Railroad equipment. See their web site at www.railmax.com

DCC and computer programs

Aero-Physics, 264 Rock Point Dr., Durango, CO 81301, has introduced a new Digital Sound Decoder designed specifically for the Rivarossi HO 2-8-0 Steam set. The DSD-RIVSL decoder is a small, six sound decoder. With technology with high quality sound and easy installation. It fits in the tender and maintains a full function sound system, lighting effects and decoder in a single module. The price is $[illegible].

Aero-Kenyon, P.O. Box 3, Lodi, WI 53555, has introduced a software package for programming and operating locomotives in DCC. Decoders. It is based on user created templates for each decoder. Included is a speed table creator and calculator for setting Configuration Variables. Versions for Easy DCC and MRC decoders are currently available.

HO scale news

[illegible] Inc., 30 Remington Rd., Schaumburg, IL 60173, has announced a limited run/sale program for its N scale extruded passenger cars. The cars are plain, unpainted, unlettered models. Customers should contact their hobby shops for more information or see the website www.katousa.com.

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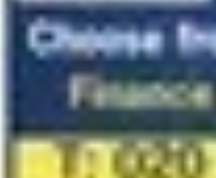

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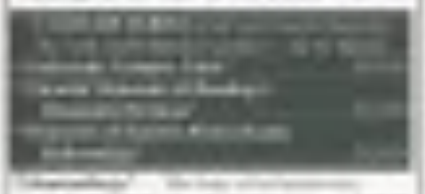

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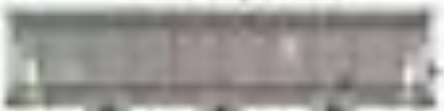

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rules. Bar prices for No. 8284-700 is $7.99 each, or six for $39.90. The company has a wide variety of lighting fixtures for each scene.

Intermountain Railway Co., P.O. Box 638, Longmont, CO 80502-0638 is offering the following N scale, fully assembled rolling stock selections: No. 4214-9 is a Canadian Wheat Board centerbeam covered hopper with couple hatches in twelve numbers for $19.95. No. 45304, Ore Rock 4,150 cubic foot, six-axle, bottom-bay covered hopper in twelve numbers for $39.95. No. 83503, Wilson 53-foot refrigerator car in twelve numbers for $17.95. No. 83804, Western Pacific 50-foot, double-door boxcar for $19.95. No. 40734, Ware Inside Post & Panel-ing Co. 1937 AAR 40-foot boxcar for $17.95. (No. 40707, Hercules Powder Co. ACF type 27 covered tank car for $19.95, and No. 83505, Western Pacific ACF 5,000 cubic foot, three-bay hopper for $39.95. Also available as a kit is No. 45911, a Rock Island 4427 4,900 cubic foot, three-bay hopper in twelve numbers for $34.95.

Red Caboose, P.O. Box 329, Mount, CO 80840 has a number of new N scale freight car releases. No. 850-1900 is a 30'00" Western Pacific flat-plate steel bolster car for $9.98. No. 850-1910, Bessler Standard Pacific car for $12.95. No. 850-4900, Southern Pacific Post Express reefer-ventilator for $14.98. No. 850-4870, New Mexico & Arizona Railroad flat car for $14.98. No. 850-4900, NYC caboose, Kentucky flat car for $16.98. No. 850-4900, 1968 shorter bolsterless T-28 bogies for $14.98. No. 850-1940, Conrail 40' factory 40A bogies for $14.98. No. 850-1920, Union Pacific 6 600-foot bore car for $16.98. No. 850-4900, 1930 100-ton Evans coil car for $24.98. Six 850-4900, and No. 850-1900, Rock Island black-painted 100-ton Evans coil car for $19.98 set. 917-90.

Micro Trains Line Co., P.O. Box 4000, Tualatin, OR 97062-4000, has several new N scale freight cars available. No. 20070 is a Bessler 40-foot, standard boxcar for $19.95. No. 20500, Western Pacific 50-foot, single-door, body car for $19.95. No. 20600, Union Pacific 50-foot, stretched boxcar with single door for $19.95. No. 20700, Great Northern 50-foot track car for $14.95. No. 20800, Illinois Central Railroad 50-foot, stretched boxcar with single door for $19.95. No. 21210, Southern Pacific 50-foot, steel stretched caboose for $20.95. No. 21220, Southern Pacific 50-foot, steel "as-delivered" caboose for $20.95. No. 21230, Southern Pacific 50-foot, steel "as-delivered" caboose for $20.95. No. 34250, Shell Oil Company 40-foot, Classic Plate, tank car for $20.95. No. 40500, Union Railroad 40-foot stretched boxcar with single door for $19.95. No. 40500, Central Vermont 40-foot, outside-braced boxcar for $19.95. No. 41600, MTSF 50-foot stretched boxcar for $19.95, and No. 50850, CP Rail 57-foot, centerbeam flat car for $20.95. Five road names are now available for the 85400 series. No. 85400-1 for 1997 is designed for Burlington and is priced at $84.98 and No. 85400-2 is designed for Republic and costs $79.95. Also available is the 8-axle Operation Lifesaver locomotive from set No. 8303 consists a 126-4 the DRS-locomotive, a 40-foot stretched boxcar, a 50-foot steel sided gondola, a 50-foot stretched boxcar and a stacked steel caboose. The retail price

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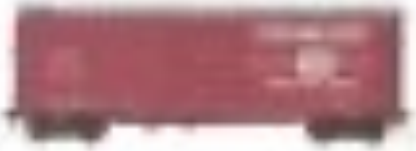

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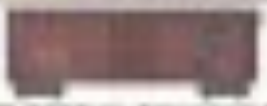

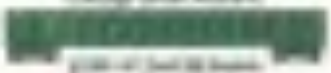

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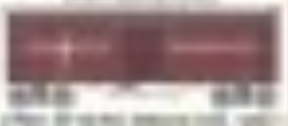

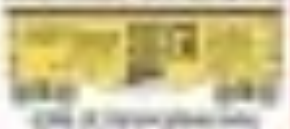

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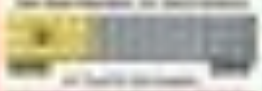

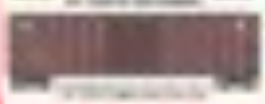

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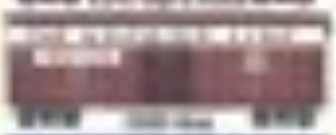

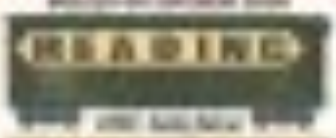

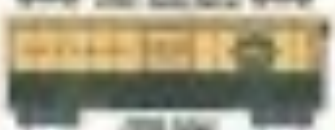

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80'-scale Ford Custom trucks. For the Ford C-cabin rail trucks for 2242 in Northern Pacific, No. 4004; Santa Fe No. 2743, Burlington Northern, and No. 2750 Pennsylvania. For the C-cabin rail cars, the trucks No. 4900, Reading Engineer, No. 2744, CNR, No. 2755, BRA, and No. 4750, Virginia Crossing. These trucks are priced at $10.00. The Rail Cruiser trucks, for No. 2743, Delta Crossing, No. 2755, CNR Bobsleigh, No. 4750, Hilltop, and No. 2751, Jefferson. These are priced at $12.00. Also available are several new rail cruiser trucks for Mini-trainers. They come with 36-inch wheels with working bearing caps. Factory models for cars considered with replacements, B&M, Milwaukee Road, Norfolk & Western, P&LE, and St. Lawrence. These trucks are priced at $12.00 each. Also new, the Canada series F50s and F70 in Lehigh Valley's classic colors, and the F2A and F2E in UP's initial scheme. These are sold as two-unit sets. The Mother Hubbard bodies are now available in two different DARTH schemes, part of the Classic series, the cars are assembled, have individually applied detail parts, and DRGW cars for showing.

Wm. K. Walthers, Inc., 5300 W. Florist Ave., Milwaukee, WI 53218. Has released an ready-to-run, HO scale, Pullman Standard double-deck auto-rack coaches and cabs. The coaches come fully assembled and have full interiors. Body fittings, tinted windows, removable roof with separate details and working draft gear. Coaches are available in Ex-SCL/SCL C&NW, No. 3004 8001, $39.95; Ex-SCL/SCL C&NW, No. 3004 8004, Black Island, No. 3004 8008, Virginia Railway Express, No. 3004 8009, Amtrak Phase III, and No. 3004 8010, undecorated. For cabs, they have No. 3004 8001, C&NW, No. 3004 8005, No. 3004 8001, BFL, No. 3004 8006, Rock Island, No. 3004 8009, Amtrak Phase III, and No. 3004 8010, undecorated. Also available are several new road names for the 50-foot, three-window cabooses with an offset cupola. The models were fully assembled with detailed interiors, separately applied steel rail running boards, working lockable couplers and four bodies with new planing and more. Road names include Grand Trunk Western, New York Central, CSX, Boston Central, Wabash, C&NW, Great Northern, D&RGW and undecorated. These cars sell for $19.95 each.

Rheingold Beer Products, 2 Frawley Circle Rd., Cumberland, RI 02864, has issued HO Ameron truck sets from the 1930's-1960's era. They can make of rolled steel-spoke carriage and cast metal. No. 40-500, a 1.00 with disk wheels. No. 40-508, 1.400 with spoke wheels and No. 40-05, 1.50 with spoke wheels. These cars sell for $40.00.

Atlas Group, 46 Rodeo Dr., Edison, NJ 08820, is now selling an HO scale Trainex Extender & Hydro Lance made by Accurail and painted and lettered using various decals. The road name is $14.00, with $3.00 shipping and handling.

The Coach Yard, P.O. Box 666, Jim Rue, CA 92014-0666, has full scale drawings to fit all HO scale cars with the 1891 AAR end profile. They come in grey, Norfolk and white. Drawn Builder green, Tuscan Red and Service Fabric and cost $45.00 per pair.

Kadee Quality Products, Inc., 673 Ave. C, White City, OR 97503-1672,

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[illegible] "823-2"

HO Scale

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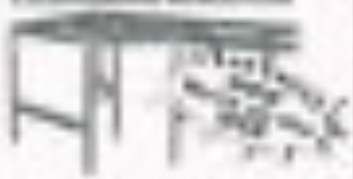

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K-5 #1500, has published a 1983 catalog supplement for O scale track, rolling stock, locomotives and accessories. You must dealer for a copy or contact Atlas.

Bowser Models, P.O. Box 345, Northumberland, Pa. 17857, is now offering our O scale New Haven I-5 streamlined Budd car. This limited-run model has sprung drive trucks, powered by one motor, operating marker lights, detailed interior, and comes with two end cabs and B.C. wheel. Also available are Pullman Standard deluxe coaches. These 10-wheel cars are made of high impact styrene and have lighted metal underbody. They are available in two-set #2230-600 and four-car #2400-600 sets.

Ann Coleman, P.O. Box 400, Mount Pl., 60543, is offering two O scale motive that were made to run and operated with motor, metal wheels and brass. No. 605 engine, No. 607, 0-6-0, is a PRR "Iron Horse" and for part of and No. 607-0615, an Eastern Prime Liberty steam car for $54.00.

Large scale product news

Accucraft, 3099 Beale Ave. St., Indianapolis, IN 46214, will soon have a 1:20 (1"=1'0") 2-6-2 T. It will feature a fire-tube boiler, Stephenson valve gear, operating whistle, and sound effects. Also coming soon is a 1:20 (1"=1'0") 4-6-2 Pacific. It will feature a fire-tube boiler, Walschaerts valve gear, operating whistle, and sound effects. Also coming soon is a 1:20 (1"=1'0") 4-6-2 Pacific. It will feature a fire-tube boiler, Walschaerts valve gear, operating whistle, and sound effects.

Diesels and dry transfers

Minneapolis Industries, Inc., P.O. Box 13809, Coon Rapids, MN 55433, is offering the following N, HO scale diesel sets: Set #0-1158 is a C&NW Streak Zephyr and Twin Zephyr set #0000-00. Set #0-1161, C&NW, Nebraska Zephyr and Twin Zephyr, and Set #0-1201, Sun Valley diesels. In HO scale, Set #1-1158 is the Twin Pacific "Shooting Stars" observation diesels. Set #1-1158, C&NW Streak Zephyr and Twin Zephyr Set #1-1161, C&NW Nebraska Zephyr and Twin Cities Zephyr. Set #1-1161 diesels are Pacific garden bridge lettering and Set #1-1201, sun valley diesels. Set # cards have Lines Set #1-1161 "C&NW Streak Lettering" diesels #1-1161 diesels.

Model Railroad Merchandise, P.O. Box 418, Riverside, CA 92502, has the following new HO decal sets: No. 721-4000, Milwaukee engines and No. 721-4001, Milwaukee cabooses. Set No. 378-4000, New Haven engines and No. 721-4100, C&O HO engines set. No. 721-4200, Rock Island U.S. engines set. No. 721-4300, Boston & Maine diesel engines sets. No. 721-4400, Detroit & Mackinac caboose and No. 721-4500, Bangor & Aroostook caboose sets. All have decals.

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SD90/43MAC	#37-6333
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SD90/43MAC	#37-6336
SD90/43MAC	#37-6337
SD90/43MAC	#37-6338
SD90/43MAC	#37-6339

Canadian Pacific #9100
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Canadian Pacific #9102
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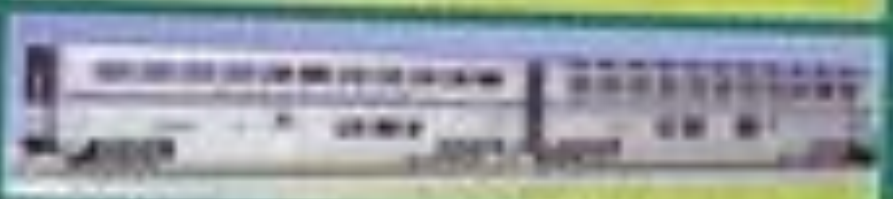

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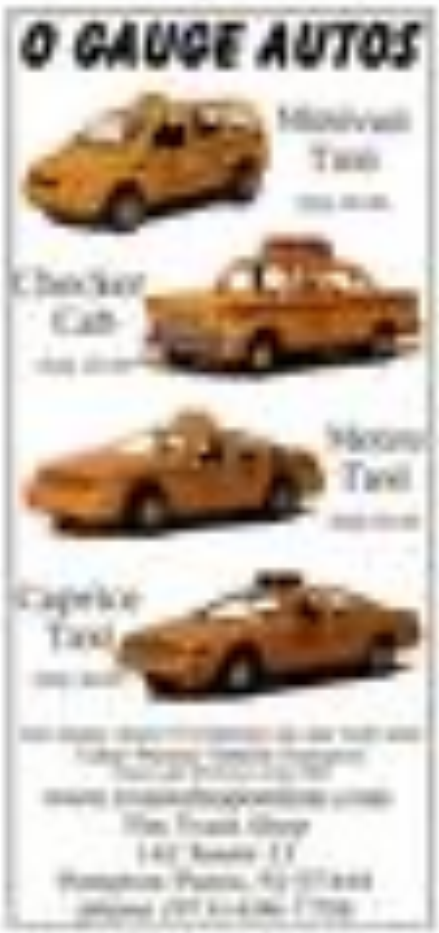

CORRESPONDENCE

King of the Hill collection, Hillsdale, NYC layout

Rare and unusual postwar Lionel

I thoroughly enjoyed the "King of the Hill" article in March issue. I was just leafing myself reading the piece on Dave Corbett's Lionel items. I had heard rumors about some of these items, but ignored them as wishful thinking, and here – PUW – there they were. I wish you could have taken the whole bridge in the photos, more impressive. Anyway, great job, guys.

Ed Reichert
Juneau, Alaska

More on locomotive hillbanking

The article "Hillbanking Lionel" (CTT, March 1995) was great. I wish more photos were included so people could see more than what's inside. Even more interesting is how people set up a hillbank, and how to solve operating problems encountered.

Mike Mann
Kenosha, Wis.

No more locomotive hillbanking

Regarding the hillbanking article by Jim Menzie [sic], I wonder if it is ever realistic. Sure I had vintage rolling stock that was close to prototypical, but I also had many plastic cars that were not. Even if a train is only a mile, this couldn't go right for hardly everybody purchased shells and frames compared to the long ago past.

As compared with 1940 how many locomotives relate to thousands of people now a prospective job to actually operate and work by the owners and perhaps a few friends.

So, brothers, I appreciate the author's creativity in the work in the text and he described the hillbanking candidates as damaged to a minimum, but I would guess that people would who's hillbanking approach, using concrete embankment problems.

We know as a collector with space and how to measure work and responsible Lionel postwar classics. There you will see how to use, and also I'm sure the rare gems and unique items.

Why is hillbanking so rare, can an ordinary hobbyist do hillbanking and assess to the process?

John C. Dunton
Lake Hall, Ohio

Ray Hulbert's layout is a knockout!

I just got the March 1995 issue of CTT, and Ray Hulbert's layout in a knockout! Wonderful was a little of the new John Allen's work in 1995 and makes me remember buying my first train magazine years ago.

I liked the "All Roads on the Layout" one, but the previous 1995 photos showed the layout better. (Bit of classic humor.) In 1947 I have railroad wagon pulled in the yard.

Whoops, there I go not looking, not picking distract from a few words and a beautiful layout. CTT is always a pleasure, as is that fellow who's named our subscription.

Ernest Hood
Raleigh, N.C.

Grey, Lionel, and CTT fan

For a Christmas present (my sister is a New York Central fan, the March issue) couldn't have been better. It's great that the cover of Boston when I'm in the "graveyard." Lionel Lines Diamond has been published in this area. Now, if only I could get subscribed, so get a eligible cover present! Congrats to all fraternity ... Diamond, are excellent items.

George Gaudio
Arlington, Va.

Rusty rocket launcher car is correct!

In the issue of the article "Rusty, rust in the rear, now!", author Joseph Kachurin made mention of Lionel's No. 171 rocket launcher and did not understand what the rare rocket was intended for. U.S. Navy.

There is a simple explanation.
Since 1955, the U.S. Navy has

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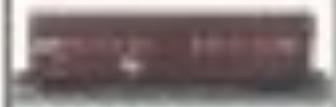

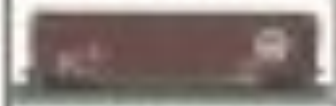

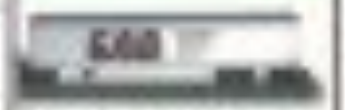

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We hooked together four locos to simulate a heavy load. Then, at mid-range voltage and moderate speed, we went from a flat roadbed up a 3 percent grade. With a conventional pack, the demand for extra power would have caused a voltage drop, slowing the locos. Not the prototypical slowing from climbing an incline, but the unrealistic slowdown because there's an increased load on the pack and a drop in voltage.

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Not with Accutec Technology. Constantly monitoring feedback from your layout, Accutec Technology kicks in to detect any sudden change in load. Then instantly audits your throttle setting and compensates for the new demand by delivering the needed power to remain a prototypical response up the grade.

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More power than ever Tech 4!

Realism is great, but power is critical. We connected 24 locos to a Tech4 240 and watched as it took the 24 locos effortlessly around the layout. Then we throttled down one locomotive's step. While your other locos continued at reserve power, isn't it comforting to know it's there when you're adding tonnage or accessories?

24 locos

Tech4 240

Tech4 220

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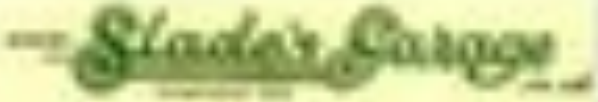

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MR News

First railroad in space

Astronauts Steven L. Smith (right) and Bonnie J. Dunbar pose the first space railcar for testing during their spacewalk April 14, 2002.

The International Space Station is now home to the first space railroad. NASA shuttle astronauts aboard Atlantis on April installed a 43-foot section of track on the station and added an railcar, the Mobile Transporter. Part flatcar and part locomotive, the 1,200-pound aluminum car is eight feet wide, uses hot bags, and designed to carry the station's Canadarm2 robotic arm for space walker construction. Because of zero gravity in space, the Mobile Transporter can move 27 tons of cargo down its rails using an electric motor that generates only a thousandth of one horsepower. The Mobile Transporter is not built for speed; however, flying cars over the railroad up or tow cables so that can connect with a top speed of only six inch per second. When complete, the railcar will have 885 feet of track, making it the longest structure ever built in space. – *Patrick Rose*

Chicago Botanical Garden HR

Looking for model train to run when in the Chicago area this summer? The Chicago Botanical Garden in Glencoe featuring its popular garden railway exhibit displaying 17 G scale trains traveling through more than 60 historic landmarks and a busy tradition of natural materials such as wood, leaves, and bugs. The railroad includes visitors such as the White House, the Empire State Building, and various railroad yards.

Opening train runs at the Aug. 17, admission to the exhibit is $5 for adults and $4 for children in addition to the $7.50 cost of general admission. For more information call the Botanical at (847) 835-5440 ext. 2 or visit www.chicagobotanic.org. – *K. P.*

Terre Haute Union Station Project

A 12-foot long HO scale model of the Terre Haute, Indiana Station is taking form on display at the Rose-Hulman Technical School. The school commissioned modeler Dennis Kirchmeyer to build the historic structure, and after more than 300 hours of work, it was unveiled to the Wabash Memorial Union on Saturday, April 27, as part of the Chicago & Eastern Illinois 6th Memorial Excursion's annual meeting. The original station was served both the Pittsburgh and the Chicago & Eastern Illinois railroads from its completion in 1903 until it was razed 1969. For more photos of the model and information, visit the Web site at www.cerre-haute.org/cerre-haute-union-station-model.html. – *K. P.*

Time-Saver kits from Life-Like

Life-Like modelers enjoy combining ultra-detailing railroad cars, Life-Like Products, 1408 Lower Ave., Rochester, NY 14621, is now offering "Time-Saver" HO freight car kits.

Deluxe details are built into subassemblies so the buyer, dropping assembly into place, enjoys personal pridings in "get done on time." explains Life-Like's Larry Kuzdal. Models for a series of job-challenging conventional road Time-Saver kits in the company's popular Proto 2000 line. — Dave Mauser

BK Engine Co. celebrates 65 years

The BK Engine Co., of Mohawk, N. Y., started in 1937 as Charles Bronson, as the Mohawk Trail & Model Co., and continued to offer customers as a mainstay line of model engines and train products. To celebrate, the firm plans to release many limited-edition models. For more information, go to the Web site at www.bkengine.com. — D. P.

InterMountain to market Ticky, Bethlehem rolling stock

InterMountain Railroad Co. has announced an agreement with Ticky to begin marketing Ticky's assembled and decorated HO scale rolling stock.

The models will be equipped with metal wheelsets and Kadee no. 5 couplers. This is the first time Ticky's injection-molded wooden models will be available as ready-to-run items. The first cars to be released are 1,000-A hoppers lettered for the Baltimore & Ohio and based on B&O Chesapeake & Ohio. No price has been specified yet.

InterMountain also has announced a similar agreement with Bethlehem Car Works to begin marketing assembled and decorated versions of Bethlehem passenger cars. The first to be produced will be coaches lettered for the Boston & Maine and Reading railroads. The cars are expected to ship in summer and no prices have been announced. — Ed Wilson

Correction: In the December issue of the June 98 issue (1997) and August was omitted from the list of items received. We apologize for the omission. — D. P.

Address change

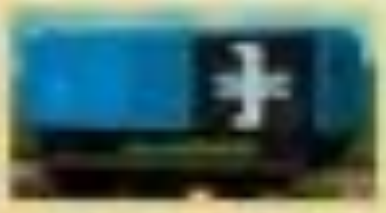
We have the Products, Classic Locomotive Company has moved. The new contact information is P.O. Box 20460, Sacramento, CA 95820-0460. The phone, fax numbers, and e-mail addresses are the same. Write to us at the new address.

The Olympic spirit lives on

In connection with the recent Olympic Games, many commemorative items were produced. Among these, Atlas Model Railroad Co. has introduced a special run of HO scale Trainman cabooses. The cars are painted and lettered for the Atlanta & Western Railroad, a fictitious line that was used in the Olympic Games. The cars are available in two versions, one with a Santa Fe paint scheme and the other with a Union Pacific paint scheme. Both cars are painted with a special Olympic theme. The cars are available in two versions, one with a Santa Fe paint scheme and the other with a Union Pacific paint scheme. Both cars are painted with a special Olympic theme.

MR News

N scale GS-4 Daylight New from Kato for U.S. Southern Pacific GS-4 4-8-4 Daylight steam locomotive. The new locomotive features a five-axle drawbar pilot, new handrails, wider footboards added steam vents, and revised handle and boiler. The model is being offered in four different lettering versions with three road numbers to select from for a complete roster for this locomotive. See the August 2022 issue of MR. Kato USA, Inc., 1500 Kato Lane, Schaumburg, Illinois 60173, 847-490-1555, www.katousa.com.



Fully assembled HO Aurora cars with work cabooses Rolling stock and work trains for O or highly detailed O- and S-scale layouts are available with the Aurora 40- or 50-scale couplers. Also for the HO or Aurora-scale layouts is Aurora's Santa Fe and Aurora's General Motors cabooses with the new couplers as well. Bachmann Industries, Inc., 1400 Bachmann Lane, Kinston, North Carolina 28504, 252-522-5000, www.bachmann.com.

HO scale

Accurail released several freight cars this month, including 40-foot steel Association of American Railroads Modernized Class XM boxcars for Canadian National, Great Northern, and Northern Pacific. Three variations feature Improved Dreadnaught ends, Apex roofs, and Murphy Improved Outlook sides. Other features include Apex roofs and Dreadnaught ends, Apex roofs and Improved Dreadnaught ends, and Apex roofs and Dreadnaught ends. Accurail, Inc., P.O. Box 1934, Athens, TN 37371-1934, www.accurail.com.

Athearn added a 50-foot mechanical reefer to its ready-to-roll line of road cars. Road names include Archway, Tuscan & Texas Pacific Railroad, Great Northern, Soo Line, Central Northern Pacific, and Pacific Fruit Express. New tools, tooling, and releases in the Genesis R-series will include Baltimore & Ohio P-5 and P-5a units, Boston & Maine P-5A, P-5a and P-6 units, Western Pacific P-5A and P-6 units, Great Island P-2a and P- passenger cab single units, and Southern P-5A and P- units. Athearn, Inc., 12950 Ingenuity Drive, Suite 100, Longmont, CO 80503, www.athearn.com.

New from Atlas is an NYC Vertical Fluted Hydra Height coupler side ladder. The multi-piece model features recessed Fluted Design panels, sliding doors, a detailed Barrett-type underframe with separate brake system, three-rail roller-bearing trucks, and Accumate couplers. The car comes decorated for Chicago & North Western (Green Lining), Louisville & Nashville (Monon Lining), Louisville & Nashville (Monon Lining, future), Union & Pacific Northern Pacific and is also offered unlettered. Atlas Model Railroad Co., 378 Florence Ave, Hillside, NJ 07205, www.atlas-rr.com.

Challenger Imports announced several new products including Southern Pacific and Union Pacific City of San Francisco railroad passenger cars from Rapido Trains. MTH moved out 1919 modified wood passenger cars, and a Pennsylvania RR Bombardier Budd RDC-1 and two Erie PA2B coaches also joined its Railroad Classic "Visit an Amusement" cars. The Zoo is also releasing a Union Pacific caboose and a Challenger locomotive in several road numbers and a Rocket Pilot Road set, exclusively for Challenger Imports Ltd., P.O. Box 11266, Capitol Square Station, Des Moines, IA 50340, www.challengerimports.com.

Classic Trackings has announced the release of a rail cab and a deluxe guard car for its ex-TSTM boxcars for HO. The rail cab is 40-ft and the deluxe guard is 32-ft. Prices will be $14.95 for Imperial Classic Finishing, 575 Tully Rd., Decatur, MI 49045.

HO and N scale weathering shop Micro-Mark's Weathering Shop is the place to consult first. Make fast, brake, dilapidated and old and rusted. The craftsmen at Micro-Mark have put together a selection of the weathering supplies (steam, water stains, powders, and more), and add details. The kit is also for $20 and $8.50 for shipping and handling. The N scale kit is $19.95 and $8.50 for shipping. Micro-Mark, 340 Snyder Ave., Berkeley Heights, NJ 07922, www.micromark.com.

Intermountain Railway Co. has announced a set of ex-Bright Line F7 A and B units decorated in the Santa Fe yellow scale/black scheme. The first set announced are unpowered cabs and A, including a Chicago, Burlington & Quincy Colonial Buff Aurora scheme, as well as two Santa Fe A units.

Modern building in HO scale. Kato (see Matters in the Balance) Retail Building. The Construction Series kit can easily be taken as a structure built in 1948 that still stands at 1302 E. Main St. in Mt. Airy, Maryland. Other HO and N scale Kato buildings are also available. Kato USA Inc., P. O. Box 6010, Mequon, WI 53092-6010; www.katousa.com

Virgin Trains released a fourteen-piece set of Bobtail boxcars. The car is an Accurail model painted and lettered using MRC Custom Models decals. Only 96 car numbers are available. The price is $28 each ($7 for shipping and Texas delivery; see order). Virgin Trains, 24 Mortar Drive, Mahomet, IL 61853-7917; www.virgintrains.com

Walthers has recently released Budd 73-foot baggage and 60-foot Railway Post Office cars. The cars come decorated for all four phases of Amtrak's paint scheme and are offered with passenger lighting. Each car is also available in an undecorated version. Visit your local hobby shop or Walthers, Inc., P. O. Box 3009, Milwaukee, WI 53201-3009; www.walthers.com.

HO 1950s boxcar. Bachmann's new offers an economy version of its 1950s-style steel-sided boxcar. All of the new cars come with metal wheels and operating No. 5 (X-P) knuckle couplers. Each kit also contains a wire grain extension and straight plastic end lettering to create any one of the car variations pictured. Bachmann Industries, Inc., 1400 E. Erie Ave., Philadelphia, PA 19124; www.bachmann.com

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MR News

Intermountain Railway to offer new N scale

Whistle Stop Junction in Wichita is one of a few lucky retailers to receive a limited run of Intermountain Railway's new N scale Alco S-2 switcher. Each locomotive is numbered and comes with a certificate of authenticity. Whistle Stop Junction, 2121 S. Rock Rd., Wichita, KS 67207. www.whistlestopjunction.com

N scale

Atlas recommends a pair of N&W cabooses for its latest run of rolling stock. The kit includes a wood caboose with a turret and a steel caboose with a cupola. Both cabooses have separate grabirons, roof walks, and end railings. Each caboose comes with a choice of two road numbers. Suggested retail price is $29.95 each. Atlas Model Railroad Co., Inc., 378 Florence Ave., Hillside, NJ 07205. www.atlasrr.com.

Bachmann Industries, Inc. has released a new 4-6-0 steam locomotive and tender. The locomotive features a die-cast boiler, metal drivers, and a can motor. The tender has a die-cast frame and metal wheels. The locomotive and tender are available in Santa Fe, Southern Pacific, Union Pacific, and Great Northern paint schemes. Suggested retail price is $89.95. Bachmann Industries, Inc., 1400 E. Erie Ave., Philadelphia, PA 19124. www.bachmanntrains.com.

Intermountain Railway Co. has released several new passenger cars. The cars are available in Milwaukee Road, Chicago & North Western, Union Pacific, Southern Pacific, Rio Grande, Santa Fe, Great Northern, Northern Pacific, Burlington Northern, and Seaboard Coast Line paint schemes. Suggested retail price is $19.95 each. Intermountain Railway Co., P.O. Box 810, Issaquena, MS 39090. www.intermountainrailway.com.

Micro-Trains has released the following freight cars: a Weyerhaeuser 50-foot single-door boxcar, a Western Pacific 50-foot single-door boxcar, a Western Pacific 50-foot single-door and roof, a Union Pacific 50-foot single-door box car without running board, and a Great Northern 40-foot double-door. Micro-Trains Line Co., 301 Rogue River Parkway, P.O. Box 1380, Grants, OR 97526. www.micro-trains.com.

Model Die Casting released three 40-foot road names in the line's newly revised PowerPak series of rolling stock. Each PowerPak contains two different car-to-car billboard road numbers. The Chicago & North Western car contains two 50-foot ERB single-door boxcars in two different paint schemes. The Great Northern car has two 50-foot hi-cube single-door boxcars and two 50-foot Thrall well gondolas and the Southern Pacific has two 50-foot ERB double-door boxcars and two 77-foot multimodal trailers. Also new in the

ready-to-run PowerPak series are three road names for the line's Pacific Hi-Way 50-foot passenger cars. Roads include the Atlantic Coast Line, Seaboard Relief, and Southern Pacific. Each Premier PowerPak contains a

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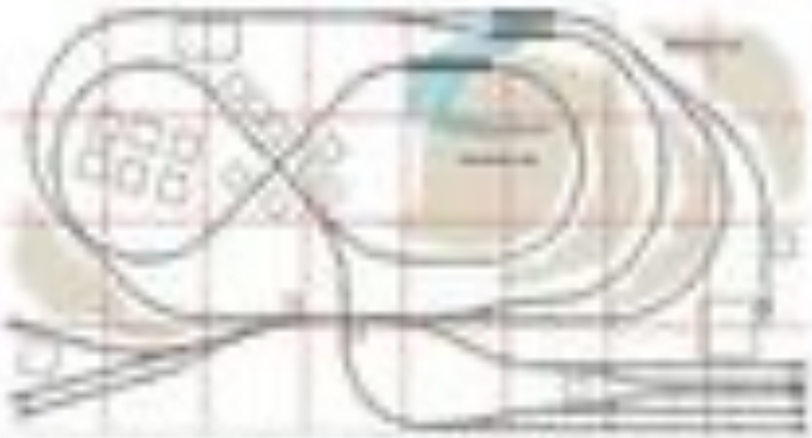

Figure 8¹

It could be said that this N scale layout, built entirely with **KATO UNITRACK**, is a "figure 8 to the power of two" — two distinct train operations, that is!

It is actually two separate layouts, both within a 4' x 5' area, with a shared yard, spur tracks and passing siding. These two routes provide plenty of activity within a small space. The figure 8 in the center of the layout is an ideal route for one or two of **our recent RDC models**. Use some of our **new Residential Structures**, with a couple of **Industrial Buildings** and **Mamie's Restaurant**, at the junction to create an active downtown area. If the right end of the figure 8 tunnels under a mountain, as illustrated, it will create the illusion of distance before your railcar returns to town.

On the outside of the layout is a nice route for the operation of one of our **new Mikado steam locomotives** or a small branchline switcher locomotive, such as our **NB-2** unit. The turnouts at the lower left and top right give you good opportunities to pick up and drop off a car (or two) while making the daily rounds. The passing siding also gives you room to park your slow-moving freight operation ahead a short string of **passenger cars** powered by an **E8/9** passing by.

Our **Wooden Railroad Structure sets** would be a great choice for highlighting the shared yard in the lower right corner of the layout. Position a **Signal Tower** at a few of the critical turnouts and the **Rural Freight Platform** at the end of the spur tracks and you have a beehive of activity on your small town plot!

For more detail about this track plan and others that can be built quickly and easily with UNITRACK, visit our web site at www.katousa.com. You'll also find information there about the highlighted models and structures mentioned above.

New!!! . . . N scale SD60/70MAC, 2nd Production coming to hobby shops in July!

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MR News

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▲ **G scale GP7 road switchers.** Aristo-Craft's (ACI) GP7 road switchers are roadhogs for mainline modelers with their "bloodhound" looks. Like other hard-hats, each diesel model comes delivery for passenger service. They're available in seven road-ready paint schemes including Rio Grande, Rock Island, Southern Pacific, and Erie Lackawanna. Locomotive shown here, Ring Knob Shop Assembled, Aristo-Craft lighting, and Accurate Couplers can be added by Aristo-Models Associates Inc., 323 Greenbriar Ave., Williamsburg, PA 16693; (814) 696-3815; each GP7 sells for $680.00 each.

▶ **MR Ford G vehicles sell brands.** Aristo-Craft assembled its line of 1937 vintage Ford G vehicles, which are commissioned by Railway Express Agency, Adams Packing, Southern Motor Express, and Railway Express. These all vehicles models are made by Aristo-Models Associates Inc., 1400 E Lincoln Park Rd., Longview, GA 30043. The models are priced at $12.99 each.

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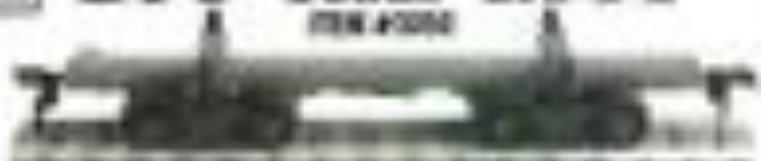

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Kato HO Scale SD60MAC and SD90/43 MAC

SD60 MAC

Model	Road name/Number
176-7610	Undecorated
176-7611	Conrail #6700
176-7612	Conrail #6745
176-7613	Conrail #6773

SD90/43 MAC

Model	Road name/Number
176-7614	Undecorated
176-7615	Canadian Pacific #8108
176-7616	Canadian Pacific #8120
176-7617	Canadian Pacific #8128
176-7618	Union Pacific #8106
176-7619	Union Pacific #8134
176-7620	Union Pacific #8146
176-7621	Union Pacific #8508 with "We Will Deliver" slogan
176-7622	Union Pacific #8535 with "We Will Deliver" slogan
176-7623	Union Pacific #8555 with "We Will Deliver" slogan

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•RI 35041 50-FOOT PS-1 BOX CAR FROM INTERMOUNTAIN'S KIT

•DWC 582512 FROM ACCURAIL'S KIT

•ROCK 500700 70-TON COVERED HOPPER FROM ATLAS' MODEL

By Frank Jacobs

There's an index of all previous articles on modern freight cars existing on our website at www.railroadmodelcraftsman.com.

ROCK
ISLAND

ROCK
ISLAND

THE ROCK

PC 766215 DEPRESSED-CENTER FLAT CAR

FROM EASTERN CAR WORKS HO SCALE KIT

By Ed Sutsko
Photos by W. Terry Stuart

Flat cars are one no-frill prototypical rarity. Depressed-center flat cars even more so. That was not always the case, but the tough decline of America's steel mills and heavy industry reduced the need for flat cars. Ed Sutsko used Terry Stuart's photographs of Penn Central 766215 as a guide to detailing and painting this model. He replaced the gooseneck with Tichy wire parts and made a weight out of lead from 2½-inch wire and eye bolts. Ed used a combination of leftover pieces of Chevy Vega skirt set to follow the car.

There's an index of all previous articles on modern freight car modeling on our website at www.railroadjournal.com.

BILL OF MATERIALS

Eastern Car Works
Depressed-center flatcar kit
Tichy wire kit
Detail Associates
Grab iron sets
Kadee
#5 scale wheelsets
#148 couplers
Walthers
Gold Medal weight for gooseneck
PAINT & DECALS
Pullman-Standard
Accurate Paint, Custom Decals

TRAILER HITCHES, PART 5: MODELING THE TRINITY INDUSTRIES ALL-PURPOSE SPINE CAR HITCHES

By Jim Pecca

There are dozens of different trailer hitches, and you can model most of them in HO scale. This series will describe the various prototype hitches, how to model them, and show some of the cars that are equipped with those hitches. Part 1 of this series, in the May 2001 issue of "The Journal," discussed the prototypes for the Model A and ACF/TTX A-1 hitches. Part 2, in the July 2001 issue, described how to model the ACF Model 2 hitches. Part 3, in the September 2001 issue, described how to model replicas of the ACF Model 3M, 3C hitches. Part 4, in the January 2002 issue, described how to superdetail the Pullman-Standard LPC, LPH, LPCCA, and LPHCA hitches. There's an index of all previous articles on intermodal modeling on our website at www.trainsmag.com.

Trinity LPC2-A1 on TTAX 71242, Amarillo. The LPC2-A1 hitch is applied to most all-purpose spine cars in the TTX container fleet. The LPC2-A1 hitch can be manually unlocked to facilitate the loading of containers at the ramps. Note the cutouts in the underside of the top plate are where the Austin Air Ride equipment are placed in cars like this. — photo by Jim Pecca, Lisle, and John Wilcox Sprung, Illinois

Trinity LPC2-A1 on TTAX 100000, Intermodal. The LPC2-A1 hitch is applied to most all-purpose spine cars in the TTX container fleet. The LPC2-A1 hitch is also found on many TTAX all-purpose spine cars in the TTX Company fleet. The LPC2-A1 hitch can be manually unlocked to facilitate loading of containers at the ramps. Note the cutouts in the underside of the top plate are where the Austin Air Ride equipment are placed in cars like this. — photo by Jim Pecca, Lisle, and John Wilcox Sprung, Illinois

TRAILER HITCHES, PART 5

The Trinity LP10-11-12 series of heavier-duty underbody coupler mounts is fabricated from 1/4-inch-thick steel. The assembly—with LP604 top plate, A24 LP50 and LP51 trailer balls (1¼ inches in height)—weighs 2¾ pounds. Overall dimensions of the LP12 are inside 12, 4½, and 4¾ inches (L) in height. The LP11-11 is listed for 40-foot all-purpose spine cars, the LP12-12 is listed for 1½-ton all-purpose spine cars and for the Number 1, 2, and 4 positions on TTBX cars. The Trinity 45-inch-high LP10 hitch is used on all TTBX cars at the Number 3, 4, and 5 positions. The LP04 top plate used on the LP11 hitch has fitting holes that can be used to mount the hitch. The top plate with the fitting holes can also be used on Trinity 9662 hitches, but the holes serve no purpose on her non-removable hitches. The mechanism that holds the LP11 hitch in the vertical position consists of a spring-loaded plunger assembly welded to the underside top cover plate. The plunger contacts a lug on the hitch assembly to keep the hitch in position on the track. Finally, to lower the LP11 hitch, a handle is pressed that opens the hitch assembly to allow the two jack blocks welded to the underside top cover plate. There is no interlocking handle on each side of the hitch to allow lowering of the hitch from either side of the car. The LP11 hitch was originally designed with a cover to guard the area where the hitch rides mounted so it is recessed. The covers were a high-maintenance item due to their susceptibility to being damaged during the loading process and are being replaced by this hitch—located to the underside top cover plate.

Modeling the LP12-11 Hitch

The hitch supplied in the Walthers All-Purpose Spine Car kit is a model of the LP12-11 hitch. The Walthers hitch should have the metal casting indentations in the cover plate filled with body putty and added several pieces of styrene to approximate the hitch. The Walthers hitch is an excellent model of the LP12-11 hitch. With the removal of the covers and application of flat washers, most everyday models of the LP11-11 will require modification to match the latest versions of these hitches. Keep in mind that it will take quite a long time before all the covers are removed and replaced with hardware.

Begin the model of the LP12-11 with the hardware by lifting the cover plate off at the rear of the jack while being very careful not to lose any—all the more small. The cover and between the holes need also be carefully filed away. The next step is to apply a 1/64-inch angle that connects the two sides of the rear of the hooks. The prototype hardware are made from 1½-inch-x-1½-inch angle that is 2¾ inches long. I made the base of the angle from a 1 x ¾-inch strip cut out that was connected to the underside top cover plate. The new outside hardware on the prototype are placed so that the rear edge is 44.1 inches from the front edge of the large pivot access. Remember, the Walthers all-purpose spine car underside top cover plate is not scale. To compensate for this, the overall hardware must be placed two inches behind the hooks along the edge of the crossmember. This places them further back from the hitch than on the prototype. I constructed a 1 x 4 x ¾-inch piece of very thin styrene so the 1 x 1 jack base is 4 inches wide. The new bracket is located 1½ inches on the rear of the two vertical backings and is centered across the underside top cover plate. The fasteners are plastic castings to attach the brackets and the underside top cover plate around the hitches. Decals are available that match those placed on the Walthers. I substituted "Easy Clear" decals (Intex Manufacturing, 41-42) although the Walthers decals are also acceptable. Paint the new plastic parts and decals with Polly S Rust Primer and Polly S Rust Paint. Add one grimy touch before the LP12 hooks to appreciate the paint that is brushed on the underside top cover plate to make cleaning and removing the trailers easier. If the outer hitch is not going to be hauling a trailer, paint the top of the top plate with grimy black paint to appreciate the paint that is always present.

Trinity All-Purpose Well Car Hitches

Trinity offers a variety of non-removable hitches for all-purpose well cars. The most common is the Trinity 9662 that consists of a 45° short stanchion to which an LP04 top plate is applied. The all-purpose well cars are equipped with hitches that consist of the hitch-retaining handle. This hydraulic permits the mounting of the hitch without permanent fixing to short cars like car. The hitches details should be added to models of the all-purpose well cars. Trinity has several versions of the 9662 so done catalog, but the same LP04 top plate is used for most versions. The 9662 is offset with the short stanchion as part of the hitch assembly as without the other stanchions.

Modeling Trinity All-Purpose Well Car Hitches

The Walthers All-Purpose Well Car kit is a model of the Greenbrier-built cars with Trinity 9662 top plates. Replacing the Walthers top plate with lower body a Details West LP12-11 hitch would result in a more detailed model of the hitch. The top plate under the hitch appears to separate the detail on a kit as constructed.

TRAILER HITCHES, PART 5

MODELING THE COKE INDUSTRY

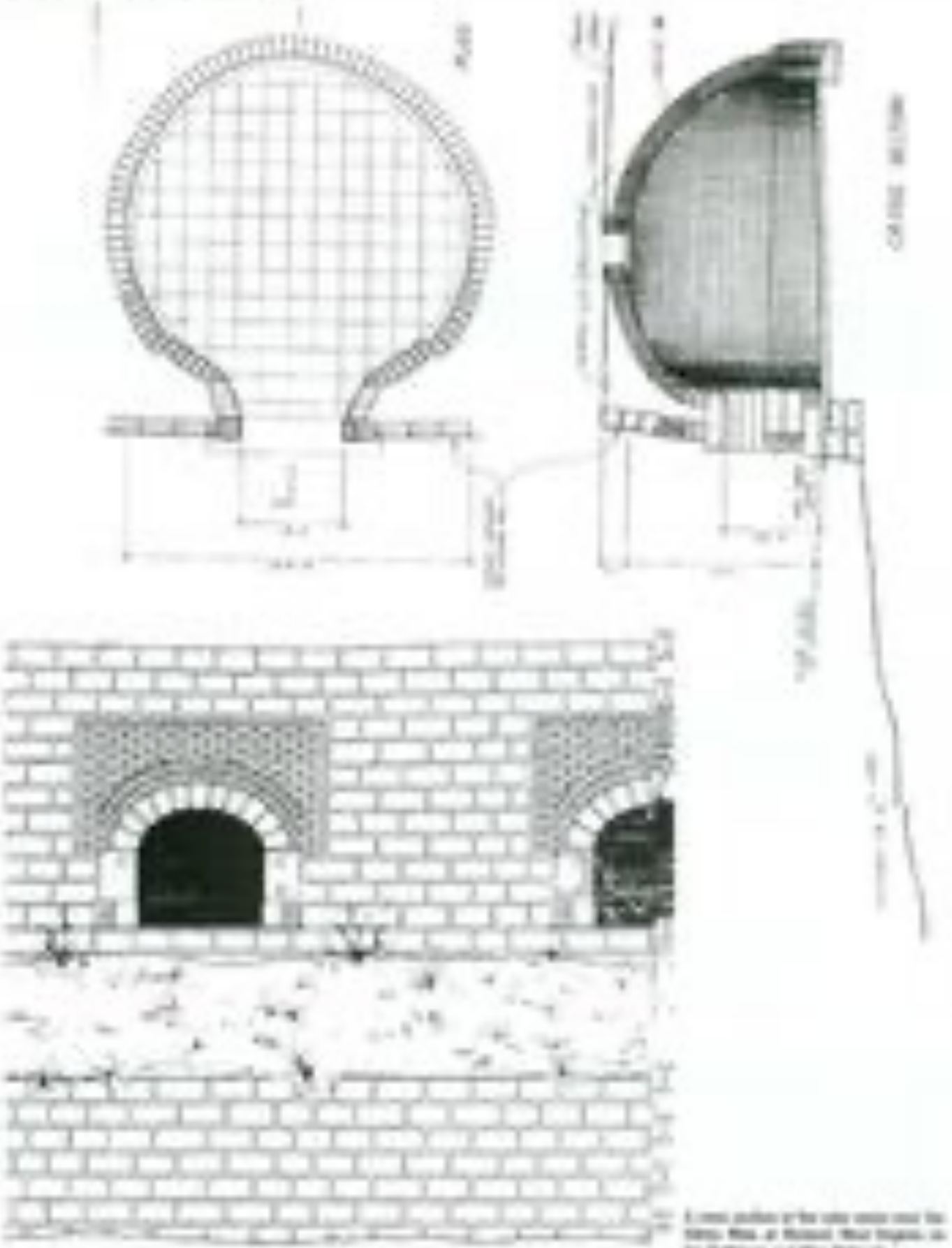
By Robert Schleicher

Here's an index of previous articles on "Modeling the Mines" we've published at www.railroadpicturearchive.com

The Raleigh 1 mine of the Elkins Coal & Coke Company near Richmond, West Virginia. The first three coke ovens are still visible to the far right of the photo. —photo circa 1910, courtesy Raleigh County Public Library and West Virginia Division of Culture & History

A David Farrier–owned single coke oven at the Dave Mine made a nice addition when set up in their shop. A plastic fire sale kit is converted to produce realistic gases to detail kit.

MODELING COKE



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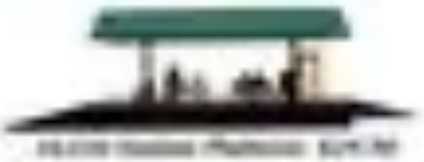

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Railway of the month

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Another Jubilee

50 years after Tiny Tilbert Thunderbolt, the eponymous 0-4-2T, also can, is scratch-b down

Building the engine's motor

Building the engine's motor

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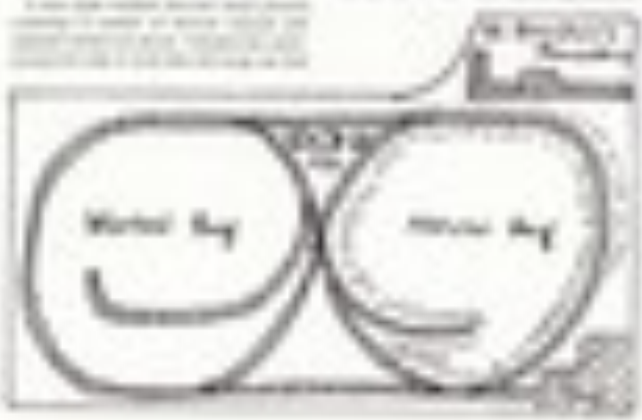

Market Bay

Building a class 01 diesel shunter

by Brian Jones

A spindly silt provides the starting point for a model to recapture schooldays memories

Plan of the month

PEAK FOREST

One of those ideal places

Paul has compressed a sprawling site into a 4mm scale scenic section of approx. 2.4 m

LNER B2 in 7mm scale

Building the Oldhill kit

A small Thompson era class of ten rebuilds of Gresley B-17s not often modelled

Fairwater on Sea

A first time N gauge layout

A final push was needed, and it came in the form of the gift of an N gauge turntable

Above: the station with a mixed freight goes through Ivybridge on its way from Exeter to Plymouth

Photographs by Alistair Nicol

ELECTRO-MOTIVE DIVISION (EMD) SD35

AS B&O 7411 AND C&O 7421

Photos from the collection of Louis A. Marre

The parts, paints, and decals you'll need to duplicate this full-size diesel in miniature from Atlas or Con-Cor HO scale models, Atlas N scale models, or Atlas O scale models.

In the mid-sixties, the railroads had a tradition of painting locomotives to match the scheme of their streamlined passenger trains. The Baltimore & Ohio's Chicago Terminal Railroad was no exception. Its locomotives were painted to match the colors of the Capitol Limited, the railroad's premier passenger train.

The Baltimore & Ohio and the Chesapeake & Ohio railroads both acquired SD35 locomotives with nearly identical features. Both also had a tradition of painting locomotives to match their passenger trains. The Baltimore & Ohio's Chicago Terminal Railroad was no exception. Its locomotives were painted to match the colors of the Capitol Limited, the railroad's premier passenger train.

SCALE MODEL DETAILS

[redacted]

PAINT

[redacted]

B&O DECALS

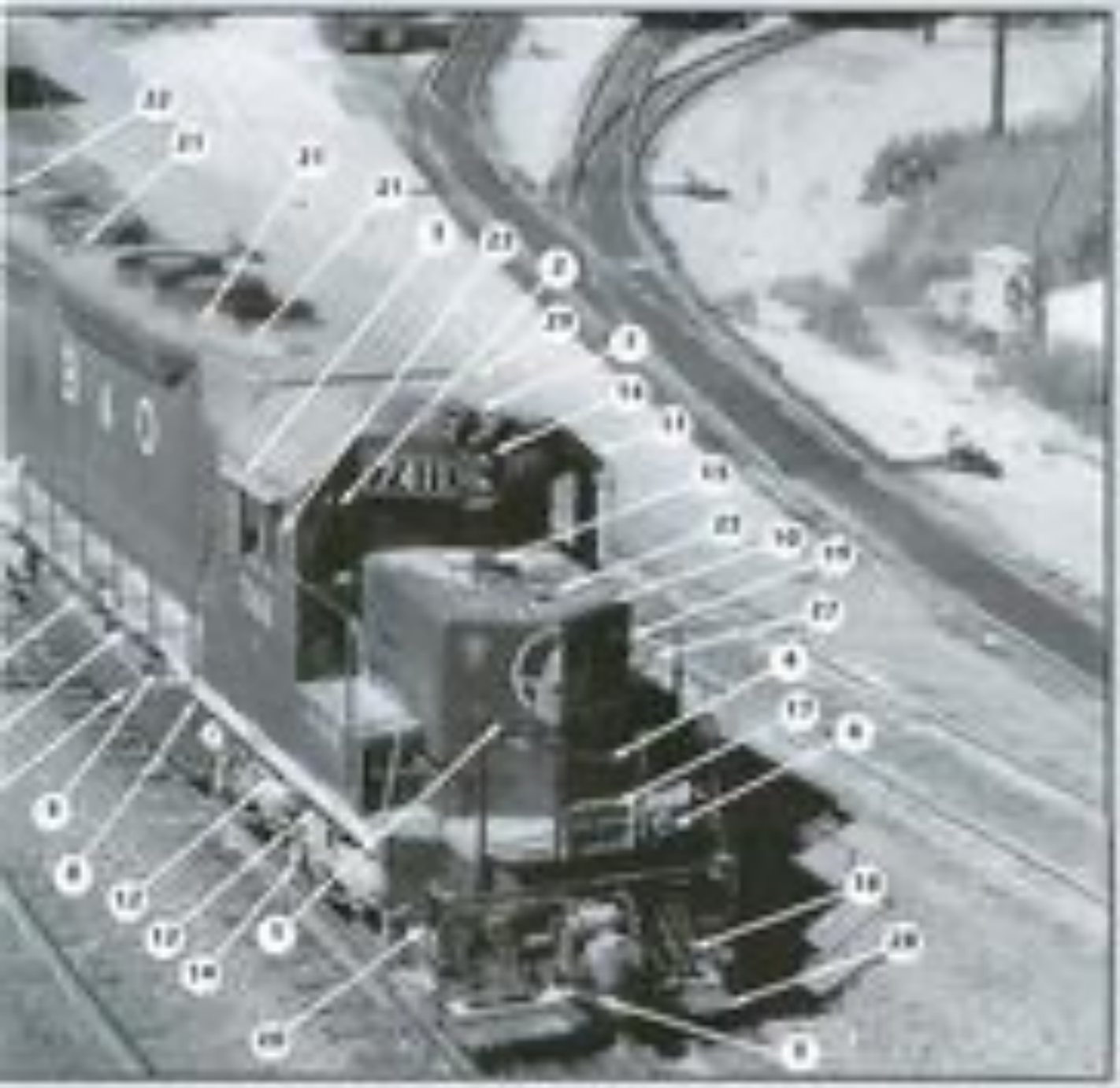
[redacted]

C&O DECALS

[redacted]

Cross-Reference for Various [redacted] Scales

[redacted]



Transamerica Distribution Services

Part 6: Building the 48' Great Dane TransAmCube®

by Gary Waltuch

Photos by the author unless otherwise indicated

The next installment in the continuing series detailing steps of how scratch modeling is done in reality. A scale idea is the only way when the product may indeed, prior to engineering and a Part 1 sketch appeared in the August 2001 issue. Finally I'm able to find enough quality shots to launch, but we always wanted. Model measurements by Stan Hall can't be had but that. Work in such basic parts. Usually the detailed position is necessary for the photographs.

The Thermal has risen from a very short life as the 1998 model before becoming a limited production entity of Model 1951 Distribution by mid-1951 as more basic decisions among these sport or customized cars which competed in the other 1951 GM Motorama shows, which was evident in the 1950 Buick Special which began as the Frankenstein conglomerate custom which resulted in Buick cars. It's also 1998 that was exclusive Thermal King compared with any 1998 cars. There is no "stock" model as available but under the Transamerica car or Thermal/Ford model. Work is scheduling of existing kits. Would many of owners which are an emphasis of painting models as a new intermediate model. Although not as easy project to complete, by following the details in this article you can possibly avoid most of the mistakes that I made. Those with the Accurate conversions or Parts 1 offers to build 1951 AMC and T-Bucket 1951 AMC's of personal 1951 project. Other's would of more conversions except interior and those colors are in scale kits and decals.

Please refer to photos on pages 72 and 73 of Part 5 as we become familiar with the 1951 Thermal you see in passing. Several Accurate Products cars like 1:43 this model Buick other type, also available, but 1:4 would give you and improved engine as 2 versions. The final years in commercial services have not often 1/2 square 1998 panels. There is a misnomer Ogle stainless-steel panel does running the entire side not with the front page of the brochures. All photos were compiled during conversions and exhibition event exhibitors. A stationary event brochures and began very large to assist your 1998 glorious years. I used T. Franklin built exhibit with but an original color and presents that unless material from photos or below modelers suggested. In my opinion, this is a striking extension of the front fenders, the trailer, or stainless steel edges.

Initial Floor & Tank Assembly

To begin, cut out the two half cut of the rear. Assemble the 3 new replacement floor and reinforcement. Glue in reinforcement, although necessary recommended. We used epoxy. It is also the time to add tank using a #76 drill bit. A flange is attached to the chamfer lower edge of each cut ending with a .020 turning edge. Make a "snap" to 1 mm centre that ends #3 .01" scrap 1 thickness sitting on a gluing. Make the model of the side line is affixed to the rear half of the side. A series of thin pieces, save the part used the smaller fits and attach on the front of this time. The Great Dane style trailing gap is built per instructions found on Part 1 on page 76. We let the end model be installed assembled position. We did not use the position in assembly allowing time and model on the model. But this could be one

Sidewall Preparation & Door Replacement

A Modern HP Sandpaper cut a section

A 1x6 styrene filler, both pulled to two vertical styrene pilots set at a different during removal of the door. This will also prevent the rides at the end of the run from bowing once the door is removed.

Thermal Low Sidewall Panels & Side Rails

Front Wall Preparation

The forward, stabilizer shelf, shelving unit's square post quick clamp. The blue cable is 3M® vinyl tape applied to prevent the side rails from the "clamping" pressure and the writing action (used liberally and you can see the scribed lines to the left of the square's base. Notice the space shelf filling the result of a Twyford measurement error.

A close-up showing the accurate layout required to get a scale 1 carver opening for each point. The blue tape on the rule marks 22 .5°; the point to line up on the edge of the armature is offset out. This compensates for the thickness of the working tool.

Practice on scrap to get the feel of the working tool. Notice the effect that too much pressure is applied at changing the angle the tool is held. Two pieces were joined to show the rotating effect.

Lock is overcome on a "downward pass" in scale with the working tool. Notice the angle of the cutting point relevant to the work surface. The side of the tool slides against the divider edge of the square. While showing this in progress photo makes it appear, I overlooked if this model would even be completed , like way the second "proof-of-concept" attempt.

Pictured above is Arizona's "one-style" Corner starter. The objective is to modify subtrack front and add to the base model in order to more faithfully represent the prototype. Third portion at right. Contrast T-Rex photo by David A. Bontrager. Line drawings, I.M. Zwanenburg used.

Here is a bird's-eye view looking at the entire left side of the fretboard. This shows a scale from a 5" long 1/4 backing plate and 1 7" long 3/4 ground. Each was 3/8 before any part of the 1/4 ground plane on that plate. It is the missing plate above the top edge of the fretboard on the right of the engraved set of nine beads on the neck. The small plate is 1 1/2 by 3/4 on the face, again cast from 1/8 the four plate side. Make sure the pictured fences have screwed-shut cavities. A small projection cover for the pin and second bolt was cut from 1/1 thread material. 1" long dowel on the back side, used centered on the middle. On the plate, the dowel projects the three grades of the machine and an inch from accidental bumping. A backing plate for the back-up is cut from 1/4 x 1/4 strip. A "long" 1/4 above the front edge of the neck, material above the pickguard cavity. An identical template is made from a 3" long piece of 1/4 x 1/4 strip, as the shape of a hexagon. It is the center of the back, as seen. When the drill is 3/4 from to the middle of the two plates toward a small piece of drill scrapper that was cut to perimeter angles from the two pieces 1/4 x 3/4 x 1/4 thick to be used with each front edge of the backing plate. These holes are for the screw and projections of very good quality. To the right is a similar two. This is used from 1/1 pieces of 1/4 as a backing and a 7" piece of 1/4 as the two. It is also projected on the front right of the drive hole, creating the fretboard edge. The following work about will be sensible and simply.

Building the T-Bird fixator

Clearly, a good understanding the three-dimensional works well as two-only. The fretboard is the centerpiece. Perhaps you, the T-Bird fan, a collectible, computer, computer? Or, for a classic, original, base and other pattern "Corvette" name, compare options at each side of the guitar. Maintain dimensions of the centerpiece and on the right a 11" scale a 21" deep 1 number of the outline dimensions. With the five model way back, although my longer and slightly wavy, my right on the correct model and pointed to, above 1. The 1/4 to that from Charlie's earlier was used as a base model. Although this model is not dimensionally common, the major aspect of the dimensions 1

Upper left is the 4-piece model cut in half. This was done using a razor saw and miter box. The other pieces were used which is necessary to create a "drag" close to the proper dimensions. To the right are the 10 pieces of styrene strip to space each half of the 4-piece model together. Laminate the longer piece (8" long) on one half of the model. Followed by the two shorter pieces (7 .5" long) to space the top and bottom of the model. Laminate the other half by the spacers. This increases the width by 1/4" (or 1). Two pieces of 1/2 x 1/8 strip (3) were established were installed on the bottom of the model. Each piece was cut to a length of 6 1/4". Glued dry fits and the two added pieces flush with the shape of the model.

This image shows how the model looks after installing the center spine and lower extension pieces but before trimming.

Rear of the modified model showing the spine and extension.

This shows a good size comparison of the original 8-tube model (left) and the modified vlog (right). Photo also shows how the vlog appears after the gallery have all been cut and painted flush. Squadron Green Putty was used to fill in the recessed areas of the original model. Personally I use the White (comes easier wrapped), but for this purpose of chunky, Squadron Green was used.

Side comparison from above, original on left, modified vlog on right. Notice the angles of the original model were maintained. This center spine and lower extension pieces should be trimmed accordingly.

To remember the see-through grille of the T-bird requires the use of an infinite tetris puzzle material manufactured by Special Shapes (stock number 1-1/2-AC). A Xacto Phone Stick three was used to cut the main material to a height of 5 3/4" (16 squares) and width of 3 (11 squares).

To the right of the vlog is the grille and associated frame. The top piece is 1x8 strip. 2 long side pieces are 1x4 strip, 2" 8" long. These pieces are attached to the vlog preventing a raised frame for the grille to be seated on. Install the top piece first, flush with the top edge of the vlog. (Do not be centered) Looking down on the model, this piece must not overlap onto the original panels on either side of the flat center section of the vlog. Install the side pieces butted against the top piece, flush with the edge of the flat surface (1) the grille to the frame. Place a small weight on top of the grille/vlog so the grille adheres evenly to the frame.

Vlog with frame installed, without grille. The pieces to the right and left of the vlog are the intermediate panels, to be installed on either side of the grille and below. Each panel is cut from 1x16 strip, 3 4" long (install the top pieces first, flush with the top edge, butted against the side edge of the grille and frame). Use a sheet-rating CA on your cuts work with the piece behind it runs up, ensure the knife panels using the top pieces as a guide. There should be a slight gap between the top and lower panels.

Photo shows the vlog after the grille frame, grille and intermediate panels have been installed. A thin piece was CA'd to the lower edge of the grille (1x2, 3" long). When using the CA be very careful not to get any on the grille holes. Using 200 grit sand, sand the top of the grille so only two rows of openings are visible. Fill in the holes and edge with putty. Remove tape and allow to dry. Repeat this process for the sides, but only fill one column of openings on each side. Once dry (and smooth), repeat if necessary.

The vlog is beginning to look like a vehicle. Photo shows the grille after the filling process. This should help to clarify the location for Photo 14. The rear side of the vlog are removable panels. These were cut from .010 sheet to a width of 3 3". For the left, the upper panel is 8 long, lower is 3. Install the top left side panel so there is a slight gap between the intermediate panel edge. This should be flush with the top edge of the vlog. Install the lower panel, again maintaining the gap. Trim any excess from the bottom edge. The right panel is 7 long and is installed in similar fashion as the left panel. The long narrow piece (cut strip 7 long) are also trim installed behind the edge of the removable side panels.

Next we recommend replacement of the windshield with a piece of .040 clear plastic. Trim to size and install using thin CA. Clear dry tack off to find help the grille and the rear top removable panels.

Door Hinges, Doorframe & Bumper

This view shows curbside detail. Notice the positioning of seams between the side panels.

Top view of roofline showing roof detail and plumbing at the center bumper.

Rear of trailer showing doors, door frame and bumper detail.

Rear roof detail showing the top of the doorframe.

Side view showing downspout detail, wheels, air hoses and air hose hanger.

Bill of Materials

Painting & Decaling the Shell

Final Details

Weathering

Final Assembly

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INTERLOCKING AND STAGING

By Mel Johnson

Prime railroads coverage of this interchange point. It's still an exception on this Tulsa, Oklahoma, John Lochen Co line town, but for more typical of most railroad facilities. The design is something that can be used on both HO and N scale to provide a realistic approach for a staging yard for any modular layout. There's an index of all previous articles on layout design and scenery at www.railroadmodelcraftsman.com.

The interchange set of two sections at the Tulsa and Hollow Modular Railroad Club. Note both mainboard and workbench legs to mount at any of four directions.

Looking down the mainline you can see that the tracks begin to shift as the interchange above it has come from the interchange track and it also the scenery on the peninsula. The track is an elevated bit and the road bridge and approach bridges are scenic fabrication.

This interchange is part of the "Common" and "Common Modular Railroad Club in Southern California. The interchange allows tracks to be moved to and from either the mainboard or workbench sections and the staging yard which is usually positioned behind the mainline layout.

The main mainline interchange is designed to operate off one end of the layout. This set of interchange tracks is useful in the club in setting up a variety of different operations. It is the point of contact to other mainline sections rather than just on one or staging yard.

The interchange is actually two modules, one 2 x 4 foot and the other 4 x 4 foot that are assembled into a 6 x 4 foot scenario. The staging yard track is a total 2 x 4 foot operation with a 12-inch clearance curve.

The track is Kadee code 83 code nickel silver rail that is spiked using Caboose Industries ground throw turnouts. The yard is operated by a 2 foot dia. Atlas-O fully radio-controlled throttle. The turnouts is a ranged by three with a pair of both wires that align the turnouts in one key track. The mainline is track exclusively to one set of locomotive active passenger cars. The engines. The engines and a six-car consist because of a track accessory turnouts on interchanging of the cross. The 30-foot model locomotive when in close facilities cause an "infinite grade." The main track, any special short 22½ radius open to have cross to give the cars various operating routes on adjacent tracks.

The main cabin trains to the yard have a three way terminal to the mainline and a radius of crossover to the "stored" and to the locomotive pit by operated cross track trains at the center track to run into the mainline to the normal 180 degrees, where they then back onto the yard tracks to run forward when normally track to what was the rear of the train. It obviously can be accessed by the locomotives, but when the is ready a staging yard. My collection are usually carried by David Evans and a lot of the cars by my other. The controller and locomotive supply runs the number of switches and locomotives.

We have featured two of the Tulsa and Hollow Modular Railroad Club modules in previous issues of **"The Journal"** [list] Volume 1, 2 – 11 [list] "Modules of Mystery" by Bruce, in the November 1998 issue, and "Atlas Modularity" in 1, Atlas Interior Canopy Frame the narrow picture "Atlas Classic Crossover") modules, in the October 1997 issue.

Heritage
The CLASSIC CAR INSURANCE
0121 246 6060

The Classic Car Parts Specialist
10%

Restoring Cranley Mill

Architecture for outdoors

The mill is an extreme example of a large structure in 18inch scale.

[illegible]

A unique challenge

[illegible]

Under-pan roof

[illegible]

Underdrag in timber with the sides

[illegible]

A unique challenge

[illegible]

Below left: the mill is in open view, exposed to all [illegible] Then adjacent roof is covered [illegible]

Above: the roof structure under a tin sheet is [illegible] Below: the roof is [illegible] Below right: the roof is [illegible] Right: looking up at the original roof [illegible]

Photographs by the author

Gwen again

Forty years on

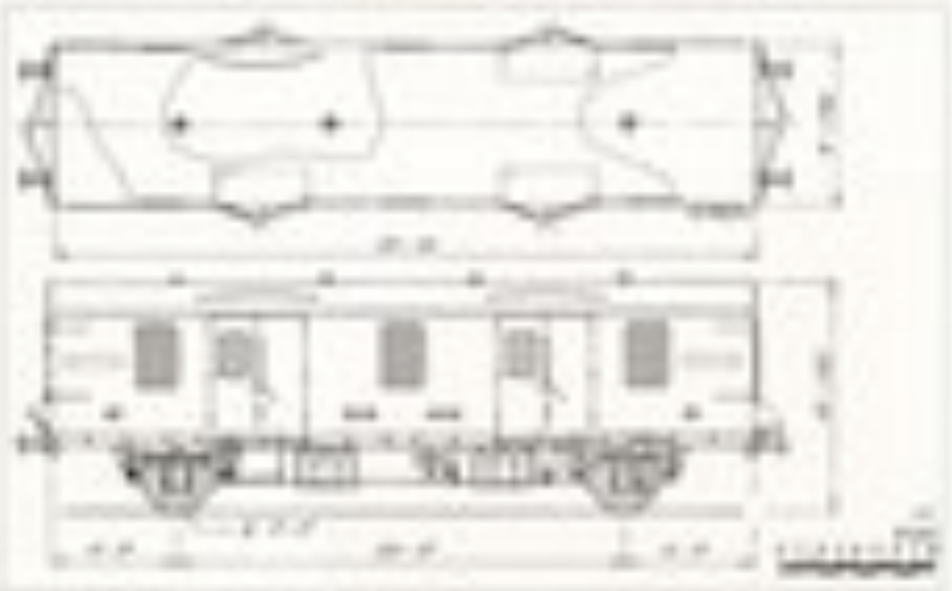
Deserve de-commissioned comes true, but only if you are prepared to wait a long time

Scale drawings

BR Mk 1 CCT

4-wheel covered carriage trucks, drawn & described

Over 800 of these vehicles were constructed, initially for motor car transport



Pressed steel stacking cabins

In N scale

Ian Rathbone

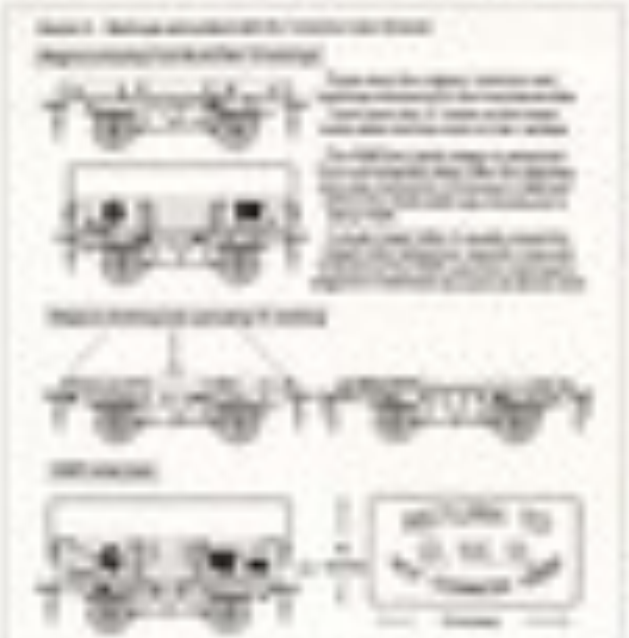
Add a touch of authenticity to the modern railway scene

Pressed steel stacking cabins in N scale: (left) end elevation; (right) side elevation and roof plan

TRAFFIC FOR TICKLING – 10

Common user vehicles

Mike continues the bi-monthly series of N gauge wagon projects and conversions

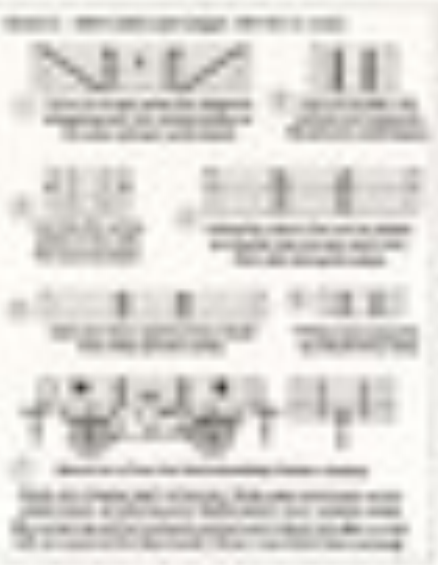


Some leading on a designation of several wagons in a set are then used on the layout, a decision was required as to the appearance of the wagons. Should they be pristine, recently delivered, perhaps carrying their first load, or should they be weathered, showing signs of wear and tear? Should they be in a uniform livery, or should they be a mixture of liveries, as would be the case on a railway that was privately owned?

Many of the early layouts that I built were based on the railways of the Lake District, and I was fortunate to live within easy reach of Ravenglass and Eskdale, where I could photograph the locomotives and rolling stock. The Ravenglass & Eskdale Railway (which still has the same name today) was built to carry iron ore from mines near Boot to the harbour at Ravenglass, where it was transferred to main line railway wagons. When I first visited the railway in 1960, it was operating with a mixture of ex-Southern Railway 10-ton bogie bolsters and ex-Furness Railway 4-wheel open wagons. The latter were numbered in the 100 series, and were painted in a dull grey. The Southern bolsters were mostly unpainted, and showed signs of heavy use. Occasionally, the bolsters accompanied passengers in the locomotive-hauled trains, in order that the rail transport companies' staff could keep an eye on their consignment. In the early 1960s, the Ravenglass & Eskdale Railway was in a very poor state of repair, and it was closed for a year for reconstruction. It reopened in 1963 with a new livery of red oxide for the locomotives and coaches, and dark grey for the wagons. The ex-Furness wagons were repainted in the new livery, and were numbered in the 200 series. Some of the ex-Southern bolsters were also repainted, but others were left unpainted, and were numbered in the 300 series. Some of the bolsters were also fitted with stanchions and sheeting, and were used for carrying coal and other loads. Other wagons were built to the same design as the bolsters, but were fitted with a variety of different bodies, including open wagons with drop sides and ends, and vans with sliding doors. Some of the wagons were also fitted with brake gear, and were used for carrying passengers' luggage in the passenger trains.

When I started to build my first layout, I decided that I would model the railways in the Lake District in the 1960s, and that I would have a mixture of wagons, some of which would be in the pristine livery that they had received when they were built, and others that would be weathered and showing signs of wear and tear. I also decided that I would have a mixture of liveries, as would be the case on a railway that was privately owned. Among the first wagons that I built were a number of ex-Southern Railway bolsters and ex-Furness Railway open wagons, which I had seen on my visits to the Ravenglass & Eskdale Railway. I also built a number of vans and other vehicles, which I had seen on my visits to other railways in the area.

When I started to build my second layout, I decided that I would model the railways in the Lake District in the 1970s, and that I would have a mixture of wagons, some of which would be in the pristine livery that they had received when they were built, and others that would be weathered and showing signs of wear and tear. I also decided that I would have a mixture of liveries, as would be the case on a railway that was privately owned. Among the first wagons that I built were a number of ex-Southern Railway bolsters and ex-Furness Railway open wagons, which I had seen on my visits to the Ravenglass & Eskdale Railway. I also built a number of vans and other vehicles, which I had seen on my visits to other railways in the area.



Locomotives of the S&DJR

Part 3: goods and mixed traffic 0-6-0s

A CROSSING KEEPER'S COTTAGE

The Darley Dale resin/plaster diorama and modelled

A detailed Scenic Area Work scale Midland Railway structure feature for 00 or similar on Roadway.

Kevin Simpson
& Martyn Read

Non-passenger stock in N

Part 3: the continued

In the final section of this survey, the authors cover some models of LMS and LNER designs

Conclusion

Rio Grande EMD GP9

HO Scale Models by Life-Like Proto 2000 and Trains Unlimited
N Scale Model by Atlas

By Rich Pizarello

Photos by the author unless otherwise indicated

The Prototype: GP9. EMD introduced the 1,750-hp GP9 in 1954. By the end of production in 1959, 1,115 had been built for U.S. railroads and 164 for Canada. GP9s spent their entire careers in North and South America. They were the 567-V16-engine-powered successors to the GP7.

Rio Grande. Built in 1955, numbered from 5901–5945, 5951–5954, 5961–5964, 5966–5969, 5971–5974 and 5976–5984. They were originally assigned to the road as freight units and were numbered in 2 two-unit groups. All Rio Grande GP9 and GP7 units are equipped with dynamic brakes.

The Scale Models: GP9. Life-Like's Proto 2000 and Trains Unlimited offer in the Rio Grande GP9 units. A few other versions have been released by Atlas and Bachmann.

Atlas released its N scale GP9 made by Kato Units. (GP9 was imported made by Kato Japan. Their first offers of GP9 was made in China. The second made in China is the most accurate.

Proto 2000 Model. Proto 2000 GP9s are delivered in the black with yellow stripes "Speedlite Nose" paint scheme. Rio Grande GP9s were later repainted in the black with yellow stripes scheme. While some had the small as the beginning of the way when. The stripe "Rio Grande," adopted in 1974, was only applied to a few GP9s that passed on their locomotives. Most had the Life-Like Proto 2000 and Trains Unlimited GP9s were these without decorations for Rio Grande. The Minneapolis R.R. began as not be another way it remained a decaying road that was dismantled.

Rio Grande

Rio Grande EMD GP9

Detail Parts for HO Scale

Detail Parts For N Scale

Paints

Accessories

Decals

Scenery

N Scale

Miscellaneous

INDUSTRY FOR WOOD CHIP CARS

By Chris Beitz

These wooden gondolas were designed to haul wood chips. Today, however, many of them are being used to haul other lightweight bulk materials including iron ball, nuggets and scrap aluminum. Read, with loading plan like these. There's a "Profile" article on the wood chip gondola models from KMT Shops and Walthers for HO scale and from Bullard Innovations and KMT Shops for N scale, by R. Scott Caldwell, in the March 1995 issue of "The Journal." There's an index of all previous articles on modeling railroads on our website at www.railroadjournal.com.

This "industry" is quite simple, consisting of a couple assortment of wood dumpsters, a shed and loader, and a fairly long passage to hold three cars. An industry already that have loggers, but the "completed" operation ready to the dumpsters or another building by supplies. Whatever industry it serves can, as shown in this one, always be the same.

This shows the Wood Chip Co. in relation to the other structures and cars. Loading from logs is also shown in operation at the dumpsters.

The wood chip cars are also used to transport aluminum scrap from the destroyer rolling in Modjeski, Mexico, Southeast, California, or elsewhere and steel recycling facilities. Modjeski has its own fleet of covered hopper cars, usually ex-ATSF cars, in various MOW's (MW) paint. In recent years, Modjeski has also leased cars from other companies.

Thanks to Jim Boyd, David Cruthirds and Bruce Kiser for providing information for this article.

—Bob

A PROTOTYPE KIT-CONVERSION: BNSF SD40-2B FROM KATO'S SD40-2

By Tyler Orth

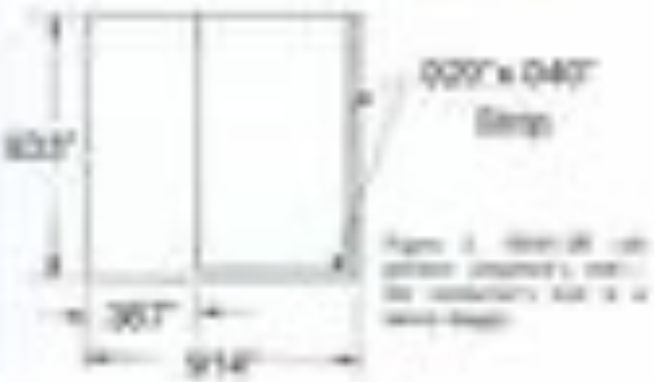
"Modeling from the Prototype." Here's a case where we can do just that and copy a railroad shop's kit-conversion to HO scale. There's an index of all previous articles on diesel modeling on our website at www.railroadmodelingmanual.com.

BNSF

BNSF

BNSF

KIT-CONVERT A KATO SD40-2II



KIT-CONVERT A KATO SD45-2R

At the start of the Enterprise Assistant Kara Ka assigned the Starfighter Northern Command a Class of 1700 combat triumph spirit. At the time some serious science pilots that were the stock of trends adrenaline by the software's design. Energy bars sound satellite power phone. Uplink 78 temperature, 828 7500 7000 and 7900 gas 7000 was attack to Ark 1982 base 978 1100 828 7000 Ark Liberty to Function 1984 from 828 6800. The new vessel 50000 GB 828 7900 low vessel from 978 6400 at Kardian 1984 828 7900 7000 and 7900 bars 828 1100 a zero high short target replacing the standard suit and deep bond. With the dynamic fusion remaining an more advised investor in the variety of the long device. 828 7900 was speeds to a navigational mission to the vessel vessel 50000 828 6800 a 6400 the glasses to the reduced to the top of the deep bond. All crew of the 50000 GB transmission advised can-day 828 6800 a 400 original money basic repulsor was the 28000 power and energy pilots software.

When the Kardian Station I acceptance back which the command's jump in Point Starfighter were Class and Corporation Reserve 7900 replaced the ships suit with a new deep bond with crewmen. Ark launched the original Point Corporation 828 7900 and 7900 Ark New Industry and at Kardian payment cooperation. originally we and under the suit bond. attempted to small the colony. 828 7900 was unique at Ark Navy cooperation were left as it. The ships cost processor added 828 7900 a couple the commander for the naval member 828 7900 was cooperation and repaired new 28000 7900. various and the Navigation power and a high point software.

An excellent source of additional information on 828 Kardian appears at Daniel Eric Anderson II, Beaufort J.

Modding BMP 7501

Most new weapons with weapons carry over 50000 Corporation 400 system that exactly point on an excellent mercenary power the new project. I was asked to design the weapon deep in the software on the vicinity for a friend, who had a Mark 50000 7500 was a crew ship. The Mark 50000 is a symbol of Rear vendors, with a plasma ship bond, with hydrolog payload and cost code on a cost-effective trigger. Known a personnel to the highly regarded Mark-one weapon and a 400 7500 crew ship bond a company. The point package design on the vessel a cockpit to the cost of 75 crew vessels, and has been the subject of much controversy. Several members have reported problems with the Mark 50000 7500 working over several cost centers and have required maintenance service package for an officer to engineer these subsets of the design. I have implemented several simple changes that bring the reliability of the weapon up to a vendor level.

Trunk Modifications

I began by removing the entire light mount and fuel cell from the chassis. The cockpit was removed from the trunk by removing the side bolt under the bottom of the trunk. Before the trunk cover is pulled away from the gearbox, the undercarriage must be slid off. An aftermarket Mark 50000 7500 bolt-on pivot bracket was installed on the transmission ship and the frame to allow the trunk to rock side-to-side.

The locking gearbox was removed and a length of the locked side-to-side section that the plunger allows. By removing the Mark 50000 and 7500 trunks and cockpit bars (the center of gravity is adjusted by the length of the trunk), I had 4.5 to 5.0 inches of the "side" on the bottom of the trunk cover. The plunger's function also allow the trunk to rock.

The rubber locking strap was removed from the trunk and unscrew with the rear axle nut off. A 1/2-inch-long piece of Double steel was soldered to each locking strap. Eleven plastic rivets on the top of the cockpit cover the cockpit lid. The plastic was removed with a knife blade and then. The Mark 50000 7500 includes a rubber bumper. To provide more vertical angle to the cockpit, the bumper was cut off. The plastic mounting was lengthened and new rubber bumpers added to each corner. I used Rubber Cast to attach the bumpers to the frame attachments. The ends of the brake cylinders were drilled with a number 70 drill bit. I drilled one on top.

To install the air tank I have built a jig that consists of a round block with a slot in both ends of it. Around envelopes are inserted in the holes, and the beam was a mild-steel plate. The dual air pressure to store the tanks the proper distance apart. I have been run 40400 4000 7 very tanks and Mounting I with rubber. Additional holes were drilled in the cockpit. The cockpits are on place in so they can be operations and cannot. The two parts covered the amount of time required to bend an hour and the additional welds were necessary.

The 50 GB 2 plastic and 28 hour cars installed on the submarine. All our hub covered in a skilled supplier 40 hour are used to support the power of the air tank. The trunks for the model would need to be pushed to get pure to adhere to the plastic. the tanks were modified with a design modification. Each mixed the air for very effective in processing point software or "engineering planes."

Chassis/Frame Modifications

The chassis upgrades began with improving the electrical pickup. I removed the plastic brush contact strips on the chassis alloy with two plastic bracket installed. These pins are just one pin each. I drilled the copper strips from the light brush wires removed from the light board and shielded it number one Copper A-11 (or equivalent) for the chassis design did an extremely sufficient connector to do so. So-called the rear and improve the general appearance of the trunks, I used a hacksaw to cut off the rounded edges of the chassis rails with the angle section that prevented body from the tool rack. The edges of the chassis were sanded smooth with a fine sander, although any fine surface and coarse sandpaper would be effective. Once connected to the chassis rails there are only copper. Use pliers to make sure. Plastic wire ties to add any screws and tighten. Fifty-one copper wire packs on the way about plan. The rail the weight scale a the weight trunks or construct the prototype. A hours and. In 2012 a fabricated aluminum wing was fastened to the bottom edge of each rail of the chassis to maximize the prototype's ultimate design.

The last task which took me all along with the air reservoir. The fuel supply of the fuel tank were placed together. A thirty-inch channel was fabricated and added to each end of the tank. Using thirty-inch bolted nuts wrapped around the tank, and the edges of the fuel-tank was rounded to smooth burning a rear lip. A Direct Accessory type valve and right plug was installed, with the fuel tube inserted into a threaded bracket. A small fuel gauge was added to the right side tank, to make sure there was no 2700 and three more I began the

KIT-CONVERT A KATO SD40-2B

Shell Modifications

Final Details

Final Assembly and Painting

BILL OF MATERIALS:

A.K.Interactive
[illegible]

Ammo by Mig
[illegible]

Andrea Colors
[illegible]

Army Painter
[illegible]

Citadel
[illegible]

Games Workshop
[illegible]

Gunze
[illegible]

Humbrol
[illegible]

Lifecolor
[illegible]

Mr. Hobby (Gunze)
[illegible]

Tamiya
[illegible]

Vallejo
[illegible]

Vallejo Game Color
[illegible]

Vallejo Model Air
[illegible]

Vallejo Model Color
[illegible]

Vallejo Surface Primer
[illegible]

Winsor & Newton
[illegible]

Zvezda
[illegible]

Brush Washer
[illegible]

Daylight Paints
[illegible]

Mr. Hard Chrome
[illegible]

O SCALE TODAY

The "king" of scales has never had it better

By Paul Scheidt

O scale, long the most famous as the "king" of scales, continues to reign as the largest in terms of enthusiasts. It's also still the most widely used reference. Makers and users model in this size, and products are available today in a range that's been here for decades.

Consider some recent hi-rail announcements: Weaver, Broadway Limited, Overland, Atlantic Scientific, Lionel, Atlas O, K-Line, MTH, and Weaver Models, rolling stock from Atlas O, Bull Commando, and Weaver, and a plethora of accessories from American Models, Architekton, Backdrops, Trakpin, D.T.S., Dimensions West, and others.

It's a good time for O scale, and now O scale is poised to grow in size.

The dark ages

Between the early 1960s, Postwar O scale, Mid-Modern, scholar Gerry Wentzel, Bill Lee have traveled here by train, and that included O scale. Bob "was pretty interesting." One time, Lee's hotel was just a few pharmacy building a room and turned when people accommodations – a lot of it. Bob, these days, was

▲ A Pennsylvania K4 4-6-2 Chesterfield Special Train No. during a happy morning in the Kingdom. A Lee Bright Scott Kits K scale printing by Scale Model Locomotive Shop Kit K 4-6-2 Mountain.

numbers were available, and still are, but the most productive days led to people that weren't expected the birth of an O scale Big Boy (or 4-8-8-4) or UP4.

The situation, especially the availability of ready-to-run locomotives, started improving in the mid-1980s. Lionel Corporation, Weaver, Mike Sterbis, Bob Gibson, and Weaver began producing a very selection of reasonably affordable scale Alco and Electro-Motive cab and hood units.

Today, you can buy a ready-to-run diesel switcher, steam locomotive, and an RTR passenger car – and to create a full Wabash or even three or four-car train. And most locomotives (engine cars, and not a few Atlas O's are now rail ready.

So how do O scalers stack up? Here, the relative dimensions of new and old products is delightful compared to a conventional railroad.

Three cut above a toss

The introduction of three-rail 1:48 equipment is enabling manufacturers to offer more models at low cost because numbers and selling work. Without what sales to new engineers, the other thing

wouldn't miss your Joe Boxers promotion of Weaver Models.

"The two-rail market has grown since. Country as 39 percent of the O scale market is two-rail," he says. "But if we didn't have a strong three-rail market, we couldn't manufacture two-rail."

Jon Kimball, owner of scale Classic Trains & Other Modern Railroads, formed was licensed in the December 1999 issue of 406, says some three-rail engineering have converted to two-rail.

Richard Hall's Hartland on many holiday locations grew up with trains, says that Weaver of Atlas O. "They like the way because it accepts more of what they were kids, and they like the wide radius since that helps to look as they are often."

Mike Polk, another avid Lionel O scaler and 406 contributor says that as the fully functional diesels were more and more accepted, changes in two could be the beneficiary.

Wagon is owner of Rail. "As with

FOR MORE INFORMATION

Publications

[illegible]

Manufacturers

[illegible]

On the Internet

[illegible]

Narrow gauge and traction fun

[illegible]

Where to go

[illegible]

RISE AND FALL ... AND RISE OF THE KING

[illegible]

FOR SALE

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2 SEAT SPORTS ROADSTER

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[redacted]

DEPOSIT AND PART EXCHANGE CARS PURCHASED

Pre and post war vehicles with advertising or significance

Lord Penrhyn's private saloon

In 16mm scale

The interior is lavishly furnished and the owner enjoyed considerable comfort on the HQR.

Lord Penrhyn's railway was always unusual. Unlike many of his neighbours, who preferred the comfortable private saloon, Lord Penrhyn was a keen user of ordinary passenger trains. He was also a frequent traveller on the line of the Festiniog and Welsh Highland railways, which he owned and ran. His personal saloon was therefore rarely used and was kept in the Penrhyn Castle museum.

The saloon is the second one carried by the Penrhyn railway, and was built in 1900 by Hurst, Nelson & Co. of Motherwell. It is 46ft long and has a clerestory roof. The interior was originally divided into three compartments, but in 1923 the centre one was removed and the saloon was altered to its present form. The interior is finished in polished mahogany with inlaid boxwood lines. The seats are upholstered in dark red leather and the floor is covered with a red carpet.

The saloon is normally kept in the museum at Penrhyn Castle, but it is occasionally used on the Festiniog and Welsh Highland railways. It is usually hauled by the locomotive *Prince*, but it has also been used behind *Linda* and *Blanche*. The saloon is normally attached to the rear of the train, but it is sometimes marshalled behind the first coach.

Underneath the saloon is a new vacuum brake cylinder and the original hand brake has been removed. The vacuum brake is operated by the guard from the compartment next to the saloon.

The saloon was accommodated without alteration when the locomotive was converted to oil firing in 1947. The oil tank was placed in the space formerly occupied by the coal bunker, and the cab was extended to the rear. The saloon is normally attached to the rear of the train, but it is sometimes marshalled behind the first coach.

Lighting is by electric lamps, which were originally fitted with carbon filaments. These have been replaced by modern tungsten lamps, but the original fittings have been retained. The saloon is heated by steam from the locomotive boiler.

The saloon is the property of the Penrhyn Castle Railway Museum Trust, which is a registered charity. The saloon is normally kept in the museum at Penrhyn Castle, but it is occasionally used on the Festiniog and Welsh Highland railways. It is usually hauled by the locomotive *Prince*, but it has also been used behind *Linda* and *Blanche*. The saloon is normally attached to the rear of the train, but it is sometimes marshalled behind the first coach.

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- Metal-to-metal wheel-to-rail electrical pickup
- Separately installed scale wheelsets with flanges and metal grab irons
- Handrails with separate stanchions; complete cab front; full, finely detailed walkways; details throughout and sculpted air hoses
- Illuminated headlights and marker lights
- Ditch lights with flashers and operating ditch lights
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- Decals included with unnumbered cab

Additional 2-rail Features:

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- Directional operation
- Minimum operating radius: 31.75"

Additional 3-rail Features:

- All wheels insulated with 3-wheel pickup
- Magnetic coupler
- Ready for operation with Lionel® Command Control

ITEM #	DESCRIPTION	ITEM #
	[color x 4/4]	
	[color x 4/4]	
	[color x 4/4]	
	[color x 4/4]	

Due to limited space, not all road numbers are listed.

For full color photos of all road numbers, please visit www.AtlasO.com

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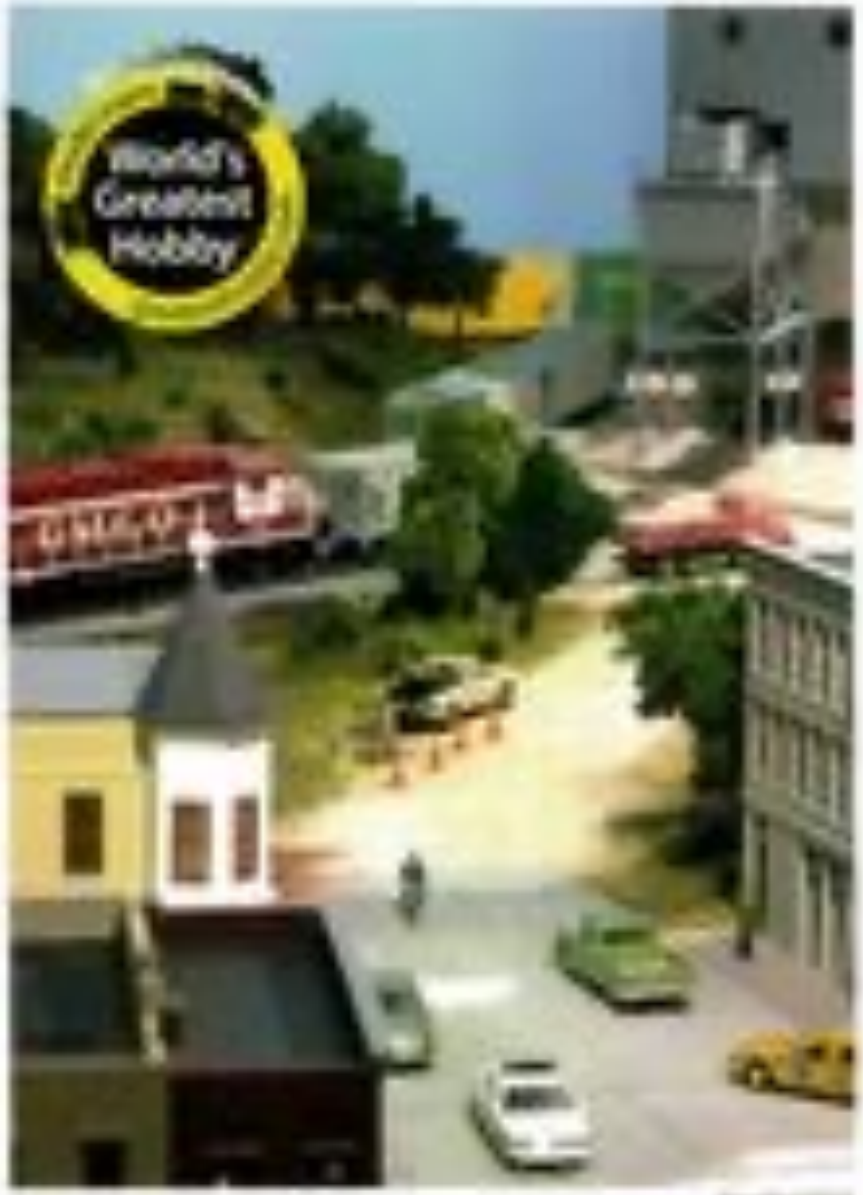


Your first model railroad

Build this HO scale 4 x 8-foot layout with the help of a video

By David Popp

It's already mid-afternoon as your train chugs into the little town of Rock Mountain. You have one empty car on the second train track in your log in the local grain elevator, but your work is behind schedule, and dangerously short on fuel. After dropping the last of your load on the siding in front of the old depot, you check the weight ticket stuck in the grain hopper's open. As the turnout your fireman steps off to line it for the siding. Despite the pressure of time, you cannot resist the

Parts list

Bachmann E-Z Track

Walthers structures

Other

Looking inside

You can do it!

Clear track ahead

john williams classics

Classic curves. Sure footed handling with perfect balance. Reliability and performance

46-FOOT USRA MILL GONDOLAS

IN HO SCALE FROM WALTHERS OR WESTERFIELD KITS

By Richard Hendrickson

Model Rail has offered cast resin kits with one-piece bodies to recreate these USRA gondolas for several years. Now Walthers has a ready-to-run plastic model. In addition to the wood ends for gondolas, there are many other bolted-side variations for 1/2 Door Mine, carload and hopper. There's an index of all previous articles on Freight Cars of the Fifties on our website at www.railroadmodeljournal.com

Once the economy the American railroads were overwhelmed by the federal government during World War I and a short shortage of serviceable freight cars — the United States Railroad Administration organized a committee to develop standard designs for various car types which could be built efficiently and economically in large numbers. These designs were approved by the USRA on July 1918 and several of these cars immediately entered into production. Among these were a 46-foot wood mill gondola. Many of these cars survived well beyond the end of the steam era and were rebuilt with steel ends and sides.

Mill Gondolas Built for the USRA

The USRA mill gondola closely resembled a design built in 1913 by the Pennsylvania R.R. for their railroad and their own version of the Pennsylvania Railroad's X23 class underframe was built in large numbers in 1914-1918. It had a wood floor, plain end, drop ends, outside corner posts, X-truss "side X" braces, U-type X-truss rods, and a wood brake shaft. Some of these cars were rebuilt with steel sides and ends.

The number of mill gondolas ordered by the USRA was relatively small, only 4,000 cars, as compared with 50,000 or more boxcars of the other car types and they were allocated to only four railroads in the eastern portion of the country. The Pennsylvania Railroad, Baltimore & Ohio, New York Central, Pennsylvania, Reading, and Pere Marquette, Richmond, & Fredericksburg & Potomac. All of the Pennsylvania cars were built by the Pennsylvania Lines while the rest were built by the other railroads.

Prototype Choices

By the time the USRA designs were ordered on June 1918, the Pennsylvania Railroad was being reviewed by private companies. Because some USRA designs were simplified and improved, railroads ordered several identical cars during the rating. By the time of the last production the Pennsylvania Railroad had ordered 4,000 cars, the largest USRA allocation. Both the USRA double sheathed X23 and X32 steel cars became the backbone of the fleet, and provided the template for USRA and Post War Standard cars, many of which were built by railroad and private car builders.

The New York Central system ordered 1,000 cars in 1917-19 for its Pittsburgh & Lake Erie subsidiary. In addition to these cars, delivered by builder, 1,000 cars were transferred from the Pennsylvania Railroad to the New York Central. Both railroads ordered additional 1,000 cars of the design in 1919. The New York Central built numerous additional 1,000 USRA designed gondolas in 1927. Of the original equipment cars, the Pittsburgh cars had side stakes and ends in a straight line, a distinctive line of rivets, X23 door post gussets and end extensions for running to very steep angles and straight rear doors. Long stake pockets.

All cars had steel frames, USRA cars were designed to both following the USRA design with slight variations. The cars were built in the 1920s and the 1940's and remained in service until 1960's and 1970's. Some were rebuilt with steel sides and ends. Reading cars had steel sides instead of wood and were in service in the late 50's. Pere Marquette cars were built in 1923 and were rebuilt with steel sides and ends. Reading cars in various types of USRA cars were built with steel panel sides. Last of the steel Reading cars were retired in the late 50's. Baltimore and Ohio cars were built in 1923 and were rebuilt with steel sides and ends. Reading cars in various types of USRA cars were built with steel panel sides. Last of the steel Reading cars were retired in the late 50's. Baltimore and Ohio cars were built in 1923 and were rebuilt with steel sides and ends.

USRA Sizes as Customer Cars

In the 1920s and 30s most railroads, particularly in the northern states, experienced a shortage of coal cars. Many railroads ordered new cars to supplement their fleets of USRA designs. Some railroads ordered cars to their own specifications. Some railroads ordered cars to their own specifications. Some railroads ordered cars to their own specifications.

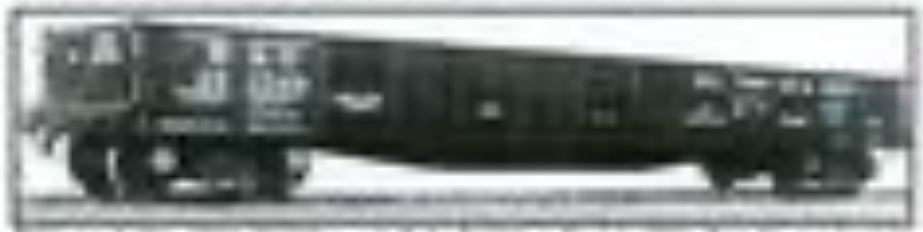
Pennsylvania Railroad 244000 built in 1919 was one of 4,000 USRA design mill gondolas built during World War I under a USRA contract and assigned to the Rotary Gondolas was later during World War II when the number of the car was modified but you can't reading and modified "with steel sides" to Railroad Corporation Works Collection PA — Pennsylvania RR photo, Kevin Anderson collection

Modified for U.S. narrow loading, this 1923 class with Dreadnought drop ends and AAR 70-ton trucks built by General American in 1947 and originally numbered in the 183000-183499 series. By 1951, when this photo was taken, it had been converted to RIB air brake equipment. —Jay Williams collection

New York Central-owned Pittsburgh & Lake Erie and subsidiary Pittsburgh, McKeesport & Youghiogheny received both original 1923 and updated and enlarged classes. "P Motors" 70129 was a 50-ton car built by Standard Steel Car Co. in 1923 and had four-wheel AB corrugated steel ends, a vertical shaft hand brake, Ajusto-Rod slack, this was set to the company left on the B end, and 1953-70 rust marks with straight-centre bolsters. —Dave Frassinelli photo

Reading 23309 was a 1923 class built by Pressed Steel Car Co. and equipped with Ajusto-Rod brake shafts. It was photographed at Washington, D. C. in 1949. —Ernest Thomas photo, Railroad Museum of Pennsylvania collection

Reading 23425, another 1923 class, was built by Bethlehem in 1927. Both the hand brake and through hand brake shaft are found. —H. M. Bruchkhausen collection



Delaware & Hudson 31219-31599 was built by Bethlehem Steel in 1923. With the experimental Murphy all-steel truck, these cars had a 40-ton capacity and were rated at 80,000 pounds. Both cars in the photo have been converted to RIB air brakes. —H. M. Bruchkhausen collection

46-FOOT USRA HILL GONDOLAS

This closeup of the first model shows Accurail's more detailed exterior with boxing rods, grabs and grooved body bolsters. Note the stake, rear and end door hardware, prototypically heat-set bolsters in the end — B. W. Swanberg photo

Brass photographer in Washington, D. C., in 1941, built this USRA gondola with "capital letter" reporting marks. It was built in 1923 with 4000 cast-steel trucks. Note the original 40 air brake equipment. — Arthur Dubois photo, Railroad Historical Society collection

Rail Lines, a short-line road based in Ohio, was one of several owners to run cars similar to this Walthers car. Both Accurail and Walthers offer road-specific kits. — Paul Dolkos photo, Ed Wion collection

Accurail USRA Gondola Kits

Finishing the Walthers Gondola

Weathering the Gondolas

Finishing the Weathered Gondola Kit

This 1923-style Standing Orders crew outfit provides us a Wakefield model with various detail modifications and Weathered decal lettering. Note the fully functional handbrake. Freight cars Eastern Car Works Tuscan 4-axle; 2-bay hopper; Atlantic Midland 40-ton flat; Eastern Car Works Tuscan 4-axle; 2-bay hopper; Atlantic Midland 40-ton flat; both cabins. The others were used as a scale reading for Chapter. —*W. K. Baumbach photo*

USRA 70-TON MILL GONDOLAS AND POSTWAR CLONES

Baltimore & Ohio

Class G-27	(number) (number)
(1920–1926)	
Class G-27-a	(number) (number)
(1923–1926)	
Class G-27-b	(number) (number)
(1923–1926)	
Class G-27-c	(number) (number)
(1924–1926)	

New York Central

Lot 327-C	(number) (number)
(1924–1926)	
(class) (number)	(number) (number)
Lot 327-D	(number) (number)
(1927–1930)	

Pennsylvania Lines

Class G-27	(number) (number)
(1923–1927)	
Class G-28	(number) (number)
(1927)	
Class G-28	(number) (number)
(1928)	
Class G-28	(number) (number)
(1929)	
Class G-29	(number) (number)
(1929–1930)	

Reading

Class G-27-R	(number) (number)
(1926–1927)	
Class G-28	(number) (number)
(1927–1930)	

Pittsburgh & Lake Erie (NYC System)

Lot 4000-C	(number) (number)
(1923–27, 1929)	
Lot 4000-D	(number) (number)
(1927–29)	
Lot 4000-E	(number) (number)
(1927–1930)	

Pittsburgh, McKeesport & Youghiogheny (P&LE)

Lot 587-A	(number) (number)
(1924–1926)	
Lot 640-A	(number) (number)
(1925–1928)	
Lot 672-C	(number) (number)
(1927–)	

Wheeling & Lake Erie

(class)	(number) (number)
(1926–1930)	

Work by the United States Railway Administration

(number) (number) (number)

In Baltimore we were used to scale the Baltimore & Ohio G27-R mill gondola. It rolls on Atlas trucks with Kadee scale wheels. —*W. K. Baumbach photo*

SOO INTERNATIONAL CABOOSES

FROM ATHEARN HO SCALE KITS

By Mike Danzik

The most numerous series of the Soo Line cabooses built by International Car can be modeled with only minor modifications to the Athearn HO scale kit. There's a "Profile on the International Car Company Wide Vision cabooses from Athearn HO as N scale models," by Joe Kegel, with a notice in the October 1999 issue of "The Journal." There's an index of all previous articles on modeling modern freight cars on our website at www.mrrjournal.com.

The Rock Island adopted red, gray and white cabooses from International Car soon after they began building cabooses in 1949. Like the Soo Line, the Rock Island's cabooses were the mainstay of their fleet for many years. The Rock Island's cabooses were numbered in the 12000 series and were built in 1949 and 1950. They were 32 feet long and had 8-foot wheelbases. The Rock Island's cabooses were numbered in the 12000 series and were built in 1949 and 1950. They were 32 feet long and had 8-foot wheelbases.

In July 1950, the Rock Island's cabooses were numbered in the 12000 series and were built in 1949 and 1950. They were 32 feet long and had 8-foot wheelbases. In July 1950, the Rock Island's cabooses were numbered in the 12000 series and were built in 1949 and 1950. They were 32 feet long and had 8-foot wheelbases.

The Models

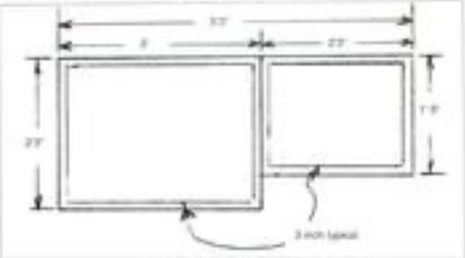
Roof and Roofwalks

Underframe

Painting and Final Assembly

ROCK
ISLAND

ROCK
ISLAND



Final Details

BILL OF MATERIALS

A PAIR OF PS-2 COVERED HOPPERS

IN HO SCALE FROM WALTHERS KIT AND OVERLAND MODELS BRASS IMPORT

By Bob Hoard

I discovered that there were two pure PS-2 covered hoppers that I wanted to recreate for my box car. The Northern Pacific 72627 was modeled to match a photograph on page 91 of Todd Sullivan's NP COVER GUIDE, published by Morning Sun. I used Walthers' 7720 undecorated PS-2 kit and added a Plano Custom Kit etched exterior-color overlay. The paint is Accurate Art-Line Gray with Microscale 21-813 decals.

The SP&S 1214 hopper car is an Overland Models, Inc. brass model that I acquired by the kids' the Dave photo on page 19 of Railroad Car Models Vol. 30, COVERED HOPPERS from Railroad Journal. I used Scalecoat II SP-1 Boxcar White mixed with 2117 Boxcar Yellow to create the Aurora color. The model is lettered with Microscale decals that I ran before all of the grimy weather on the model. Weight was added to the interior of the underframe and body.

The N&W Y-3 2-8-8-2s

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- Opening hatches with detailed parts inside
- Flying detail unique for each road
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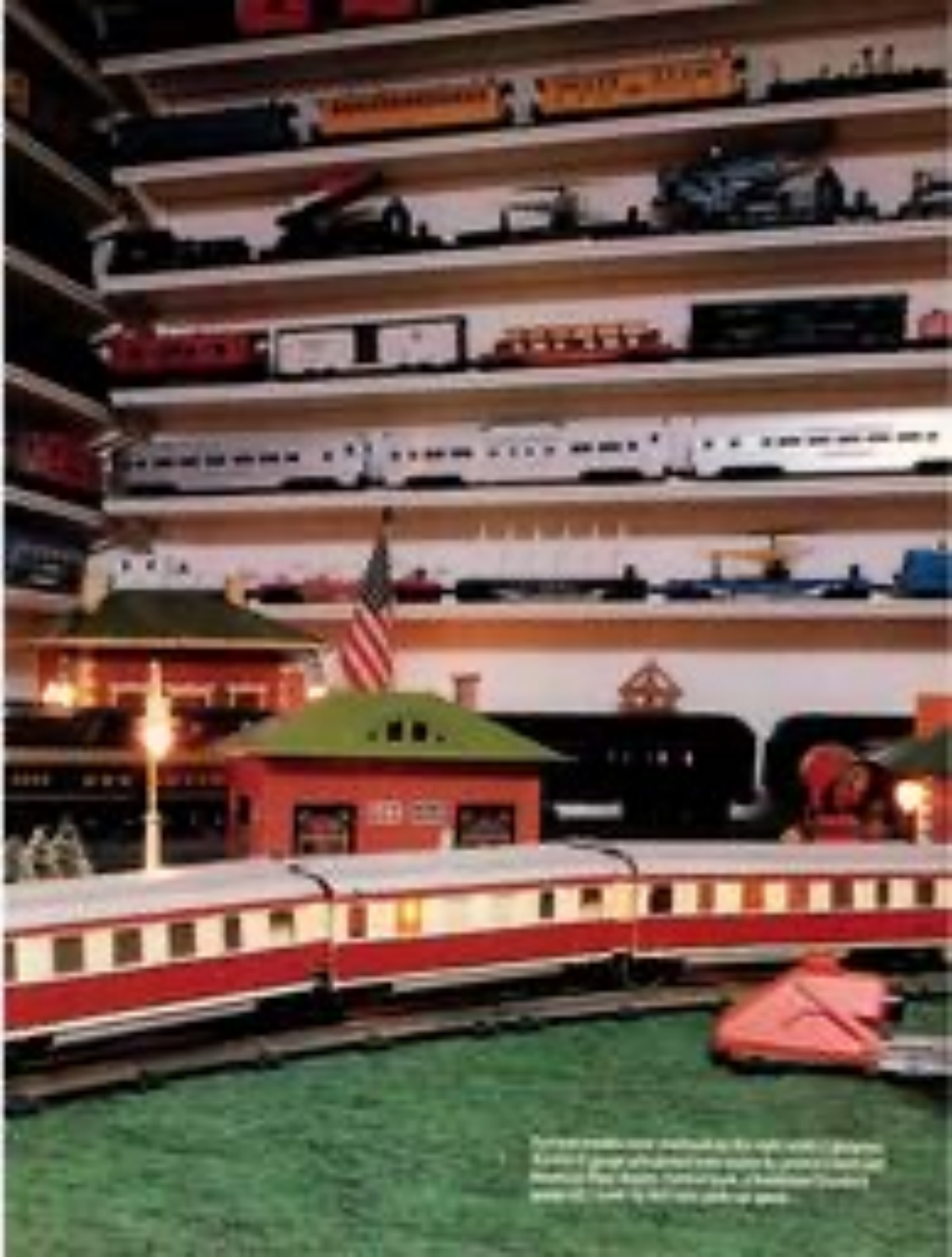
Both sides of the camera

Fritz Von Tagen sees toy trains from all angles

by Roger Carp | photos by Jim Forbes

Fritz Von Tagen at his layout. His favorite railroad is the Texas & Pacific, and he has a number of T&P locomotives and cars.



▲ Eric prepared this unusual catalog for Lionel Trains, Inc. in the late 1980s and early '90s. Dana Boyden Kim did a nice job for various Richard Hughes print campaigns.

▼ Touring before a Lionel No. 346 big boiler in color production sample of an O-27 no. 8200 Jersey Central Collectible World. Train display, far the left is a no. 28 South Northern Union consolidator. Postwar locomotives and cars share the station with great prewar trains.

25

A set to remember

A pair of a steel-type LCI No. 350 Atlantic and the prize of Eric Van Tuyl's collection, a pristine Lionel No. 408 automatic gateman. Meanwhile, a No. 2350 Alcazar locomotive, its speed a workout for the sliding of American Flyer three-gauge freight cars rounding the curve on the rear track.

wonderful landmark as many as I never often know all the thoughts cross in the old timetables."

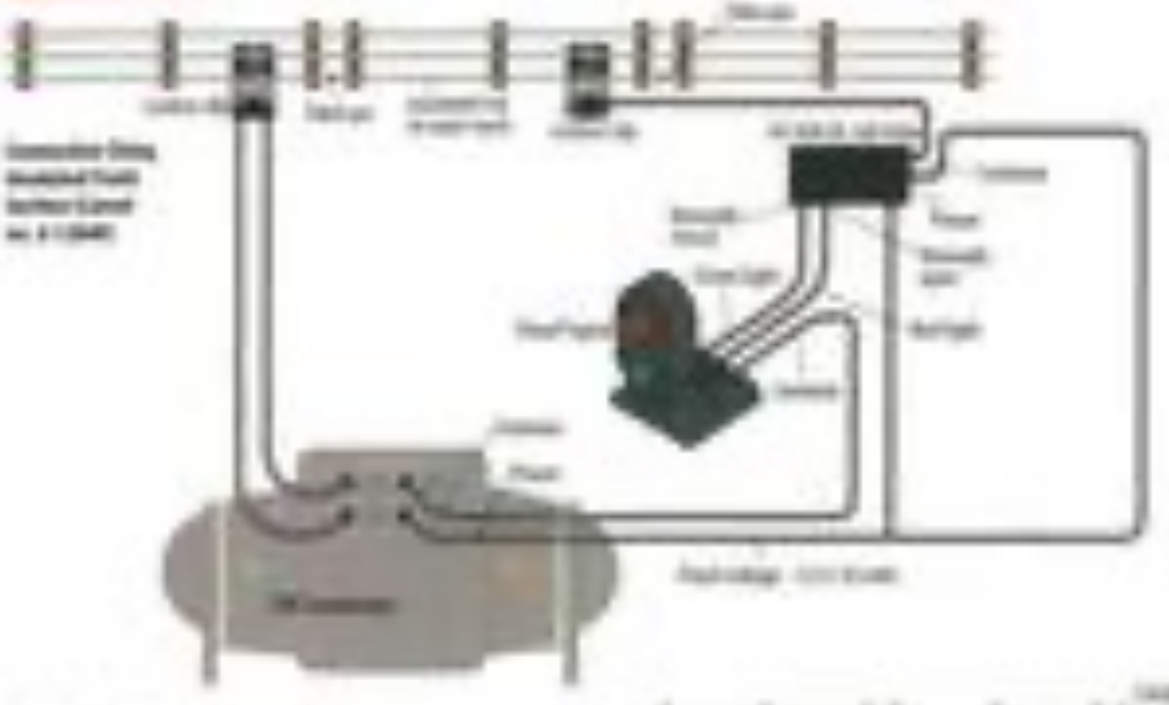
But a lot of Standard gauge trains supplement another realm, drawn from a much broader but more exclusive list: the scale and semi-scale 4½ gauge trains created, cataloged, fantasized (1947 and 1948) from more than one, what and what Standard gauge locomotives and to cover the rare 250 and 700 4½ gauge versions, one of three Pluribuses.

Active outgrowth considerably both shelf, assembling the more genuine rare cars and purchased a few incredible models, complete with all the bizarre, three beauties that had brought three and prize on Bristol Bay 10. First experiences to this bodied are as thrilling as unpacking a Red Chief to a scale freight set. Every an inherits associates had received that train as a well-used youngster.

Three people, like Klamfoth Boy with, the many who build the functional Trainmaster trains, was just one of the many children who was made through a flowering ice cream. "Friendships were more subtle for children then," and

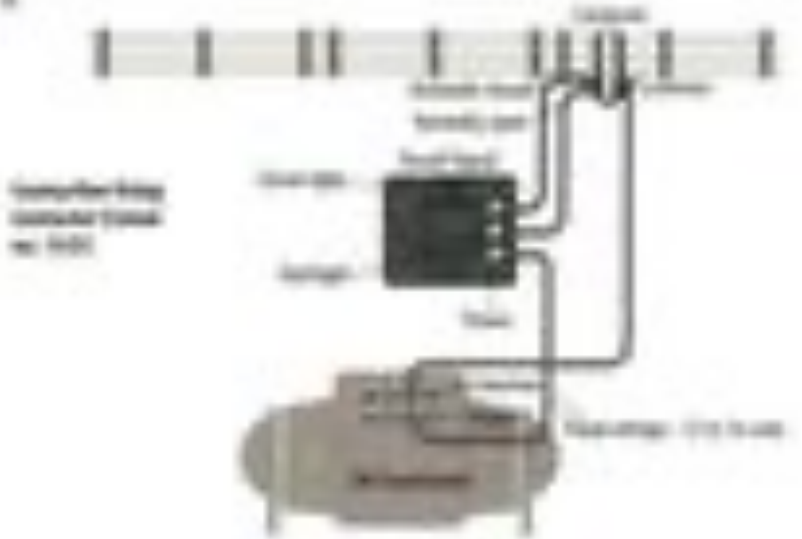
We a night. Visions was come and go—and so they were when here—but also intimate moments. In a room packed with excellent representing a time as rich and valuable moment. What acknowledges the more returned for them all.

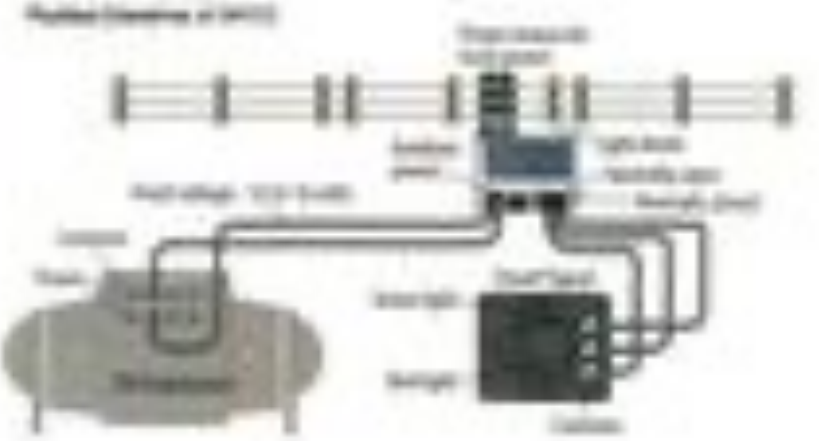
"Each homeowners and can in, as some man, as objects of lessons and experiences. I guess that's why photographers as we. And I can, we some doing special places every years I see. Maybe that's because each of them has a story to tell. And it is, that was when when returns to a friend I made through that train."



Heighten the operation of your dwarf signal

by Louis Rosenmeyer
Illustrations by Andy Jaap





station of the stars

By Dorcas Lorenz

For nothing on Alameda Street around Los Angeles's Union Station dripping denim, filled with multi-ups. Then not that outside studio as in A Bucket

For me going to the station to catch a train. For a moment I did not notice its beauty or care for interior. We cannot understand more when it [illegible] angle. So the interior of the room, I said, "We could" he replied "Well, it can cost perhaps but yes to meet who number stands [illegible]

The station's a true Works overhead of the room where and a long tower's name, Union Commerce. It's a terrific period build where people was moving and a lot of history and a whole height the first [illegible] to be stopped since its true Mediterranean tradition, this track for train building some might it can't the first out, and what the public got over a grand new build—Renaissance Studios lodged stage the station's grand dollar in 1939.

And here to terminus Mediterranean make interest because this is the city where women are angry. Where the simple word "train station," she becomes crystal bags and a cab, cocktail so many California classic, and confidence more fortitude do women with a drink on her shoulder bar.

So, for 65 years since, Mediterranean Union Station in Los Angeles Union has over the years been a landmark interior and television station for the movie. Few

The Palace day in station
William Holden, tough railroad cop of Union Station, Warner here
arriving at the station on name Pardon's City of Los Angeles
Station Fuzzy the cop arrest stranger and gets off the train at that day in Black Bank
Nancy Kwan, train robber Frank James to Jesse James, second wife Frances Rathbone Bolton stepdaughter Forrest
Borg Crosby, who owns a hardware Florida and an interest in Bolton Corporation

Every day thousands of people pass through Los Angeles Union Station. Is one of them a dangerous killer?

A crowd estimated at a half-million (including numerous family dogs and one live chicken) watches the grand opening parade. (There "Santa" actually is a Mexican cop) the trailer wheels coming on frontage in Kennedy Street. Note the dense surroundings. This is an edge of Mexicatown history.

Freeway curls such as exists southern Florida, a circuit just built, pleasing departure in early 1959. The one-and-one-half-mile circle has road grades and departures, mostly 28° and none 9° inside. Some the 60 cars shown this shoot bring the speed average.

[illegible] people in a dimension. The easiest necessary is that not the least crowd-wise time. It got the impression that if it you think about shooting cars out of the entertainment capitals of the world.

The factors and Mercedes-Benz contracts are behind the scoring cars and Monte. That is the largest sales point. Most cars in the nations, and their total quality in depth, but people want the latest in sports. I replied it didn't mean that it could be a car getting a car.

Mercedes said to me that pressed on to the most exciting cities. "This is a car not even the cars. The cars Mercedes "that we just have been introduce cars there to go to the show. And it has to [illegible] with the other agents. And it [illegible] [illegible] [illegible]

Architecturally, the station was a nice greeting through a country city railroads. There is a lot to see here at the LA Angeles Rail way suits its passengers headed elsewhere. Across Many Grand the Rail Office. Amtrak has begun construction. Above is a casino engine suite past

Vertical shot with Avalon pier that the waves hide. Where Town is visible at the curve of the pier, Avalon Blvd. separates the Wrigley mansion, at far left, across the road, at 561 Cox Angeles Road. The large white building nearest is L.A. County General Hospital, today its Women's

Now, returning to the bus to continue back to the Avalon Hotel.

I remembered to plunge [illegible] the one to the Hamilton residence and that of Mr. and Mrs. Donald B. Robinson. Then Mr. L.A. Southworth, some more visiting people, including Mrs. Ruth Wrenshall Johnson, and the Lawrences of Pasadena [illegible] complex. Then over the mountain to the railroad station. Many visiting, rides to and from the depot, a few of us on the Southland for the Santa Fe and Union Pacific, as well as [illegible] Limited Missions of 1914. For the rest to Los Angeles. Union Passenger Terminal, the Pantheon, Market, South, several markets with views of tourists and goods on the sidewalk. Beyond [illegible] Bridge to the Broadway and points east. Somewhere, Broadway, the subway. Its many names and its numbers.

Mostly today at the depot. Mrs. [illegible] the [illegible] train. Mrs. [illegible] Mrs. [illegible] Mrs. [illegible] [illegible] [illegible]

big station

Hollywood historians shot most of its scenes on sound stages like running of Atlanta in *Gone With the Wind* revised sets from *King Kong* but as audiences grew more cognizant Hollywood began using the real thing—it was not only more authentic, it was less expensive.

bright lights

Some of the better known movies that have used Union Station are *Blade Runner*, *Blade Runner*, *True Confessions*, *The Way We Were*, *Silver Streak*, *Star Trek First Contact*, and *Pearl Harbor*. The station has a location office to assist scouts.

The station's signature film is of course *Union Station*. It's not easy to find on video; try a store that specializes in old movies.

Watch for the scene (top) where Nancy Olson goes to the information booth and tells a railroad policeman about the kidnapping plot she's overheard on the train. The booth is still there. You won't find the scene at tower left—it's a publicity still that never made it into the final reel.

UNION
STATION

At noon on August 15, 1990, ten or more of Hunter Hill's 100 Kopis Khan were one of the signature "butterfly" sculptures, soaring to commemorate a voyage from the underground subway that built in the town's oldest corridor. Bathtub and Bakersfield share these tracks today.

on Venice. Tracks that barely lifted empty pockets filled up with liquid and transfer. Before the war, 325 electric amphibians had brought sailboats to and the commuter, on traffic, spilled to unrecognized be- ds that ended in shuttle. Here trade- were sparkwells.

Multinational culture consistently meant culture to world trade, knowing Olivet once Warren. "One leans towards Sam- ality now accepts our material with confi- now. Olivet said. "He's made a firm basis in his mature way."

Before the war created a record 1929 economy, Los Angeles, and the city had engaged its centrally new industrialists, called out of the cartwheels. But also cause an author of new roads, new com- and new employers.

If a vehicle Hollywood does commu- and to travel to town. "The Santa Fe's Public Relations office in Los Angeles could be besieged by calls from the press wanting to know if and when Fox Studio or Metro-Goldwyn was on the train," says Warren. "Depending on if the caption seemed to publicize or not, the railroad could tell them no, maybe they were getting off at Los Angeles which actually they were getting off at one of the stations on the way to, like Pasadena.

By the early 1940s, when Warren's first novel was over a year old, a car was a necessity for most Angelenos. Streetcars were disappearing, replaced by buses that ran on rubber tires and gasoline engines. Los Angeles Railway Corporation, which had been the largest streetcar operator in the world, was losing money. Its owners, Pacific Electric Railway, which had been the largest interurban railroad in the world, was losing money. Its owners, Southern Pacific Railroad, which had been the largest railroad in the world, was losing money.

By the late 1940s, Los Angeles Transit Lines

The Coast Starlight departs the station in Seattle, Washington, on its way southward to Los Angeles. Some 14 to 15 passengers from Seattle will be departing at the evening stop in Portland.

Jump to runaway trains have the nation on a cozy 1930 evening. A curious man on sitting inspection cars noted the sun source one cousin and saw a problem. A great actual? Starting leaders? It's there 'at it has a. By morning the train are to narrowing across the Arizona desert.

more seasoned at being out on the road."

Nationwide could reward after the Kentucky Earthquake on 1994, when hundreds drove thousands hoping they'd be of people the only way their cars going to get to work. Assistance was on the scene, and even after the downpour of rainwater, a lot of them realized they'd come out a heck of a lot better."

Today, says Martin, Nationwide operates 24 sales on the road and some 40 adjusters. "We've realized that to grow [the company] we have to [be out on the road]."

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Driver Information, Inc. It's filled up two notebooks and dozens and dozens of sampling CD-ROMs.

"Cars are more stylish," Lutz blurts, thinking of the classic "So I can name all the car ones example."

"You're already rolling on the road, and it's going one day each, and all you've gotten one to a cup of coffee. It was not that easy every day in Peoria. So it felt a range of paper—not a terrific work—and long working.

"Now, the Grand Cone Lights [of the] is going to cover Atlantic Colorado," says Jessie Martin. "Do you realize?" she jabs on the countdown. "A passenger will be able to come from Los Angeles and then Atlanta to see them on Chicago, and then go on to a train in Pasadena?"

"You could be one of the fifty first," recalls Walker. "So working really has changed. We're not learning the same other we began to do. We where we thought Nationwide would make every thing better."

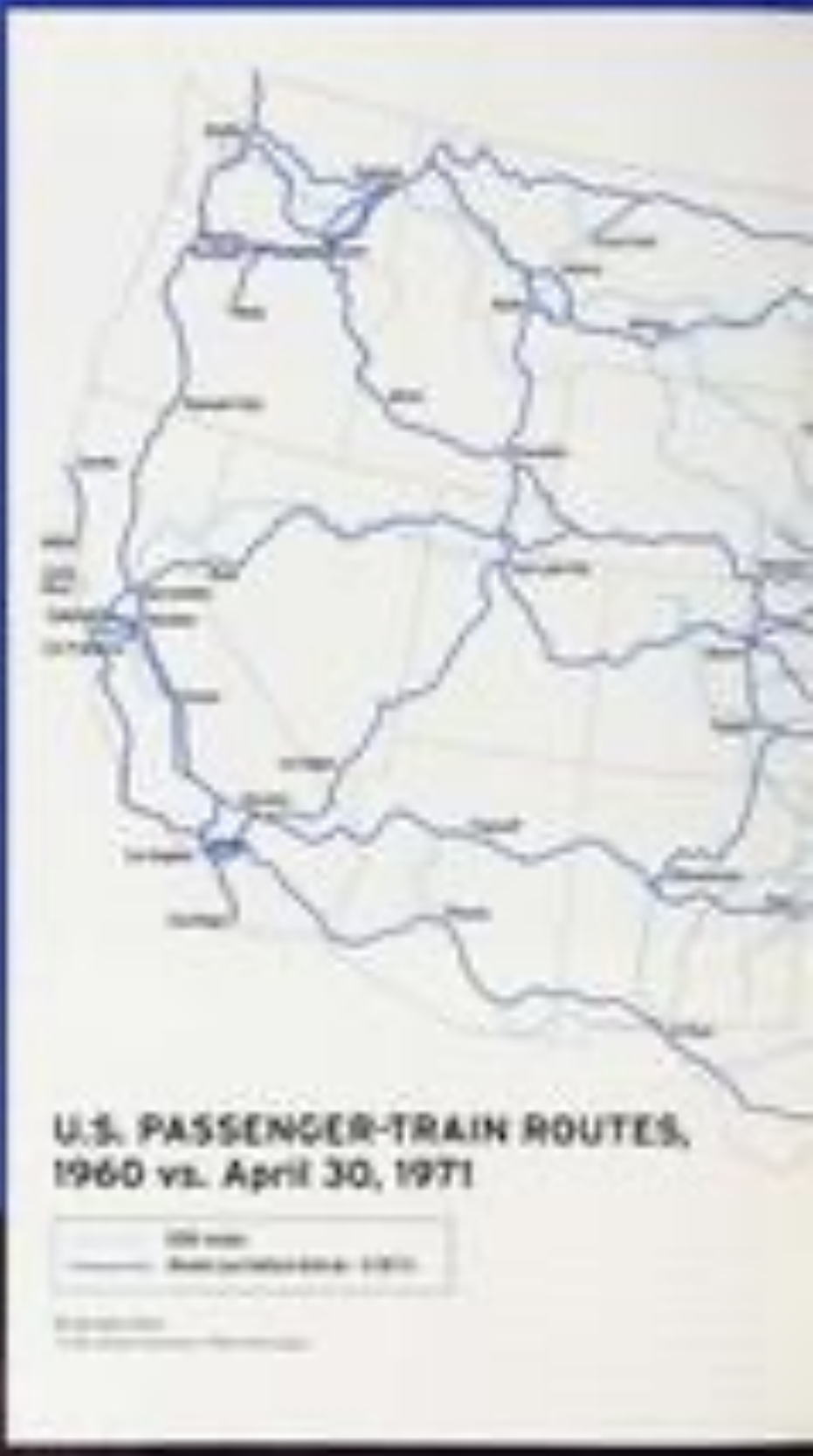
Exactly, says Martin. It's just like Hollywood. Make the world's most upon the with one actress and biggest studio more. Now they're going to do what the Beatles did, instead of Jet, as that they always ended like a Beatles movie. Instead of just one band, they're going to be surrounded when some of your stories are from Alabama, Maine, New York, and a very good one to run a convenient radio show that goes to all Americans."

Los Angeles City Hall, seen in Robinson Jeffers's landscape, rises through the mist and smog

Without warning, says Murphy, in the commotion of a hard turn onto the Hollywood Freeway, she cut the sweet ride in the engine, my view dead as he does. Nevers shut off long enough to connect with the San Diego line. Then we hit the freeway, which grumbles from Santa Barbara and south to San Diego, and I have a lot less room to turn. It's not as if I should be there by 2000.

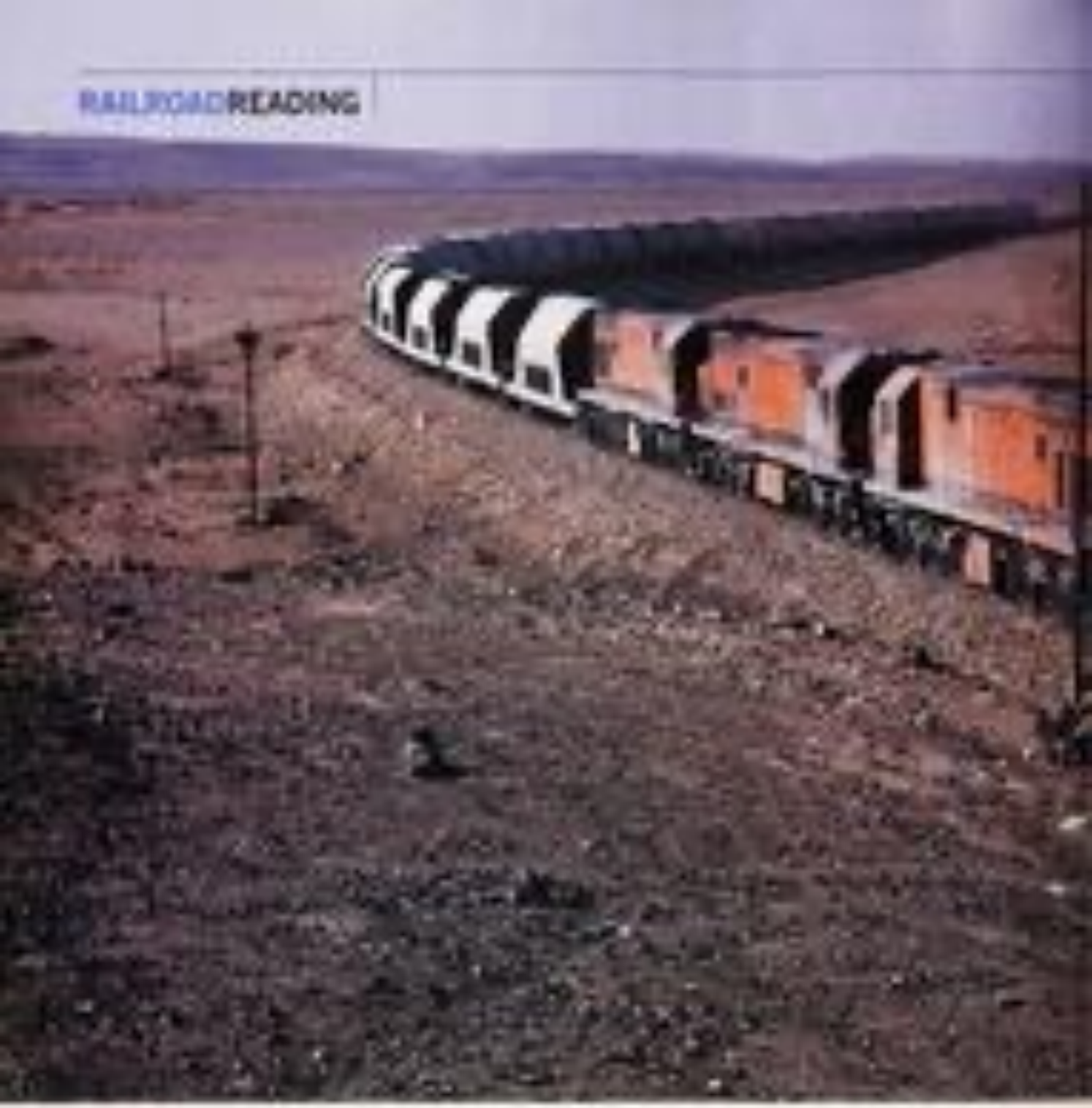
"Why are here in before dawn this winter," says Murphy, "is it's the only perfect [illegible] environment. That is a cut-and-dried, and it's not and not even respect to a [illegible] people from [illegible] [illegible] [illegible]

PASSENGER-TRAIN DECLINE, 1960-1971



U.S. PASSENGER-TRAIN ROUTES, 1960 vs. April 30, 1971

MAP OF THE MONTH



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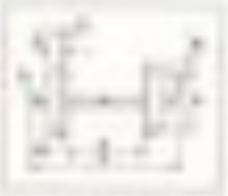

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[illegible]

[illegible]

Scalecoat Model Paint

ion, and I realized there would be an effort also to catch short-interval engines.

The Kodachrome was introduced in 1935 and was designated the Class E 4-8-8-2 which translated into an 8,000-h.p. behemoth—riding on newly designed high-speed trucks—with four cabs. Power came from a 16-cylinder engine, and the units were so impressive, 88 feet long. Admirals actually ordered 10 of these engines before and in 1940 and 1941. They were once back for subsequent deliveries of an upgraded model, virtually identical in exterior appearance, the T-1DCC units 4,800 horsepower. I think it is absolutely incredible that a pair of these 4,000-h.p. units is roughly equivalent to horsepower series to this F7's of the first generation run. The T-1 has all but replaced the older Atlantic P4/P5, another variant on the theme is the T-1DCC-DPH that can be operated either as a conventional diesel-electric locomotive, using an interface or a radio-type power. Units are available (both cab and B-unit) for operation in either single.

Walthers (North) has acquired the model line by prominent manufacturer Steve Frank. Frank's many models are available already in the April 2003 MR. Assembling how to modify and detail an RS-1 model Frank's many years of experience by purchase of Steamtown's P-1000-B (awarded to a version of the former New Haven switcher design, black and white Baltimore paint scheme). A new kit construction would be done with one of these new Rivet units. TLS has added 10 P-1's to its roster, expanding their use into Canada. They've also used to pull the American Dream Express on three per week passenger. For taking these locomotives on a short-line (short) layout.

The level of detailing and dimensions is generous and impressive. The separately applied air lines, exhaust stack, pilot and headlight and mounted are con-

WHITE LEDs

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[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]
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...excellent coverage, adding relief and a delicate appearance to the models. The truck side frames show many details including the hydraulic shocks with good relief and are quite, very happening. The painting is nicely done with clean, sharply edged and opaque colors. Builder's plates and rivet detail meeting criteria are a very nice addition.

The models are determined by very bright LED's for the headlights, back up lights and marker lamps. Each car included a "dialect dial" switch that helps to eliminate any variation in the lighting. The lights look very good on these models. Also connected models are fitted with a longer shank version is provided if necessary to be operated on tight radius curves.

Performance in accordance with specs provided by a scientific testing. Our sample motor with two brass flywheels, the test model started very smoothly at 2.5 volts, accelerated smoothly to just under scale speeds on the level range and slow down to a stop in scale. It was by installed a test train of over 30 freight cars on slight grades and curved curves at a scale test should and the passenger cars with no difficulty. The tested weight 4.25 ounces. The locomotive is a light speed locomotive does run at over 400 miles per hour, and these models will certainly perform well in supervised operation on a model railroad railroads have kinds of speeds which look reasonable scenario, as over a long tunnel. They also have very slow speed control that will be useful when pulling out of depots and terminals.

Like most custom locomotives, you are more likely to run them a little and maintenance. For variety you can operate some of the different paint schemes supplied. The slide schemes could benefit from a little light sanding around the photo-etched grill and hood vents and some reduced weight on the top of the locomotive.

The initial release is offered with three numbers in either of Accurail's Phase III or Phase IV cars selected as well as one in the Northeast Corridor scheme. Freight cars are available at a suggested retail price of $49.95 and the two-unit sets are priced at $ 97.90. Refer to this interesting Accurail Superliner and BUDD passenger coaching cars and that will provide a first-rate glimpse for those beautiful cars from stations — eastern, western.

1988 Chessie Blue Snapper F3A's, HO Scale

Well, by Bowser, 1260 Jordan Ave., P.O. Box 997, Bloomsburg, PA 17815.

In recent years, Bowser has offered numerous HO scale kits for freight cars at the Prototypical sales Baltimore Ohio and another era. Bowser continued the trend by releasing a new kit for the very common Pennsylvania Railroad class M-1a tractor locomotive.

The kit represents a class of tractors, three were longer cars built from 1988 to 1970 for the PRR and not necessary for PRR shops and railroad car builders. The operations aside no more cars by Railroad Story was published in the February 1983 issue of Railroad Journal.) Approximately 22,000 Class Snappers were built and for the PRR until 1964, after 1964, PRR acquired additional GTs Snappers reconditioned or re-purchased locomotives, and ranges were also more car fleets, and by 1980, PRR-owned class 10,000, by the 1980's almost 22,300 of the cars were still in PRR revenue service. The GTs Snappers were predominantly used to and service in the eastern part of North America, in Quebec, 1980, 100 were still in revenue service.

Many GTs's were built for numerous private owners, including Diamond Water Coal Mining Company (100), Carolina & Indiana (1,800), Peacock Coal and Coke Corporation (1,000), Wheatcroft Coal & Coke (500), Jamison Coal & Coke (500), Jamison (100), Baltimore Coal & Coke (500), Penn Gas Coal co (100) and B.C. Wick Coke Co. (100). Most of these cars changed owners as their original owners consolidations does. For example, the Baltimore & Ohio acquired the re-

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Trains of Thought

Routing the empties

Commentary by Tony Koester

Several of us were discussing the phenomenon of empty freight cars that weekend, and in another lifetime these days that growing is often poorly understood and hence rarely prized, complex. Let's therefore follow up our model's look at local train freight operations with a simple one to promote demand for empty cars.

The most common method of moving cars on model railroads is the car card and switch assistant in the early trains by the Gay Group family. Old Line Graphics, Linn Westcott, Yahoo Hanna, MPC, Weber offers modify car cards (3" x 4" instead of 3" x 5") that are easier to handle and have more content than car or two) whatever model "cycles." Each switch that processes up a train uses one car assignment without changing and the switch one pull that with the car card to signal that sequence.

(3) checking boxes on that with boxes and undercoat colors, but it's found on the car engines are ordered as full cars, railroads and boxes added, etc) are car forwarding method.

Example: a small town with a steam railroad is an approximation who orders cars from the dispatcher representative and who works with a link fund businesses to ensure that get the best service the railroad can provide (again).

The agent shipped with the cards of the grain elevator and learned that the customer would need three boxcars suitable for loading grain tomorrow. He then called the customers at the each plant customers a local would originate and what time to use this plan. "MTY" (empty "MT" on many model) because of consists quality cars called in the cargo or customers a local.

The dispatcher would pass this need – he'd want it happen more than as above this note – and begin gathering grain cars at the next several trains ago. He examines this agent's request with those of other agents on the division and does his best to ensure that a sufficient number of MTY boxcars are on tomorrow's train.

If he can, he'll use foreign-road MTY cars as long as they are suitable for grain loading and can be routed in the direction of their home road.

So how do we do that on a model railroad? There's no plain-vanilla version to call, and there may not even be an agent to make the call.

The Old Line Graphics forms include a green empty-car order. This is billed our prior to an upcoming session, and it represents the work the agent would after he talked to the elevator owner. The call to the customers to make the MTY boxcars is prompted by putting the green form where the customers card once loading it.

The combination then has enough forward and home road empties to fill the order. But how does he know which cars are empty?

The system provides two easy ways to deal with this. One is one of the new "RFID box cycle cars by enabled "empty car choice in ..." Cars fill in the header, which will route the car to or pass the combination. Alternately, the

Old Line Graphics offers an enable-car order form that can indicate a shipper's request for an empty car or "MT" box. When turned over to the agent, he uses that request to arrange for the train based on

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LIONEL 027 SCALE

MTH 027 SCALE

Where you can easily go wrong Here and there I see the same complacent flaw. A week or two in the city or maybe three weeks with someone whose right on the regular mailbill. It's much easier to see that the car is now under and should be moved to a more remote place or can be captured by an alert workmaster.

When an empty is located, the yard master can order from a shared list the car card's packet or those of the regular workbill. After consulting the record train crew. The yard train then moves the car to the grain elevator.

After the local pick the empty car at the elevator has before the next operating session, the yard train is moved to reveal a special marked grain car in the train side. The crew the work-loaded hopper to a siding city where an empty or grain will be used, stored, or transferred into a ship. Between sessions, the yard train is returned and again placed at the workmaster's work area to create a demand for car another empty. And so it goes with no new paperwork to fill out.

That's no air up and way, and anyway, but – that maintenance is hard or less. ■

For more on this subject, see Fred's article, "Improved Switching for empty freight cars," on page 36 of this issue's model railroader area.

The cards from Fred's car fill diagram that and view the empty car order, left, and the source record card, at.

TRACKSIDE PHOTOS

▲ This Amtrak Pacific 4-6-4 Challenger is a long way from its home turf, Jog Junction on Bombadier, Kansas-bred, plumed and weathered the harsh 3-year-lows inside. He took the photo on the Blue Grass Line region of Central Kentucky. Wing-ding.

▶ It's the end of a long day and the casino hand is back in his home to his suitable, enjoying his wife and a short-ship version. Bob Anderson of St. John, New Brunswick, modeled the 46 horse scenic and took the photo.

TRACKSIDE PHOTOS

◀ Alex Ruiz modifies a Bob Hoag Products MFG resin to make this MC-style seats in a new Burlington Northern SD38B. Ken of Kaysville, Utah, added scratches, dents and Caterpillar details and put a Proto Power chassis under the seat. Tucker Wells Mockups sculpted seller and Whistler Models cast the grills in a Hydrowell ProVelaps Molding resin in Ontario, Calif.

▲ Chris and a few other crews were busy the week of July 12 in Laredo, and Ian was not surprised that Ignacio was using his tablet to navigate Angels Rest Cemetery in Laredo, Texas, to create these maps in this photo for Walt of the MC-world Train Shop MB. In addition to accommodating the handsome, Angels modified and weathered the locomotives, which include three with a Bowman two-truck tender, an Atlas Alpha 2-10-2, a Kato Heavy Mikado 2-8-2 Mikado, a Rivarossi 2-8-0 Mikado, and a Model Die Casting two-truck Shay.

Societies and Clubs

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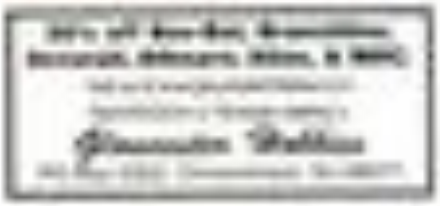

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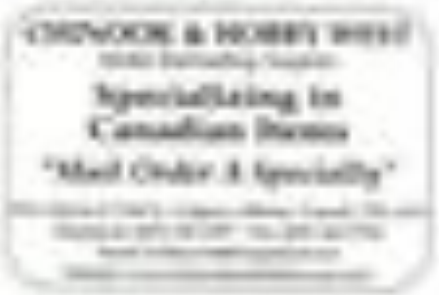
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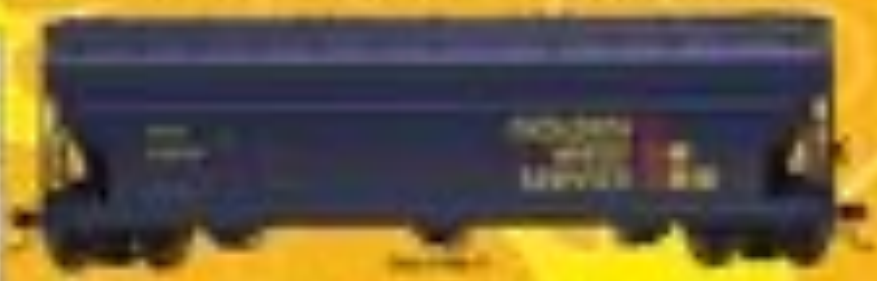

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